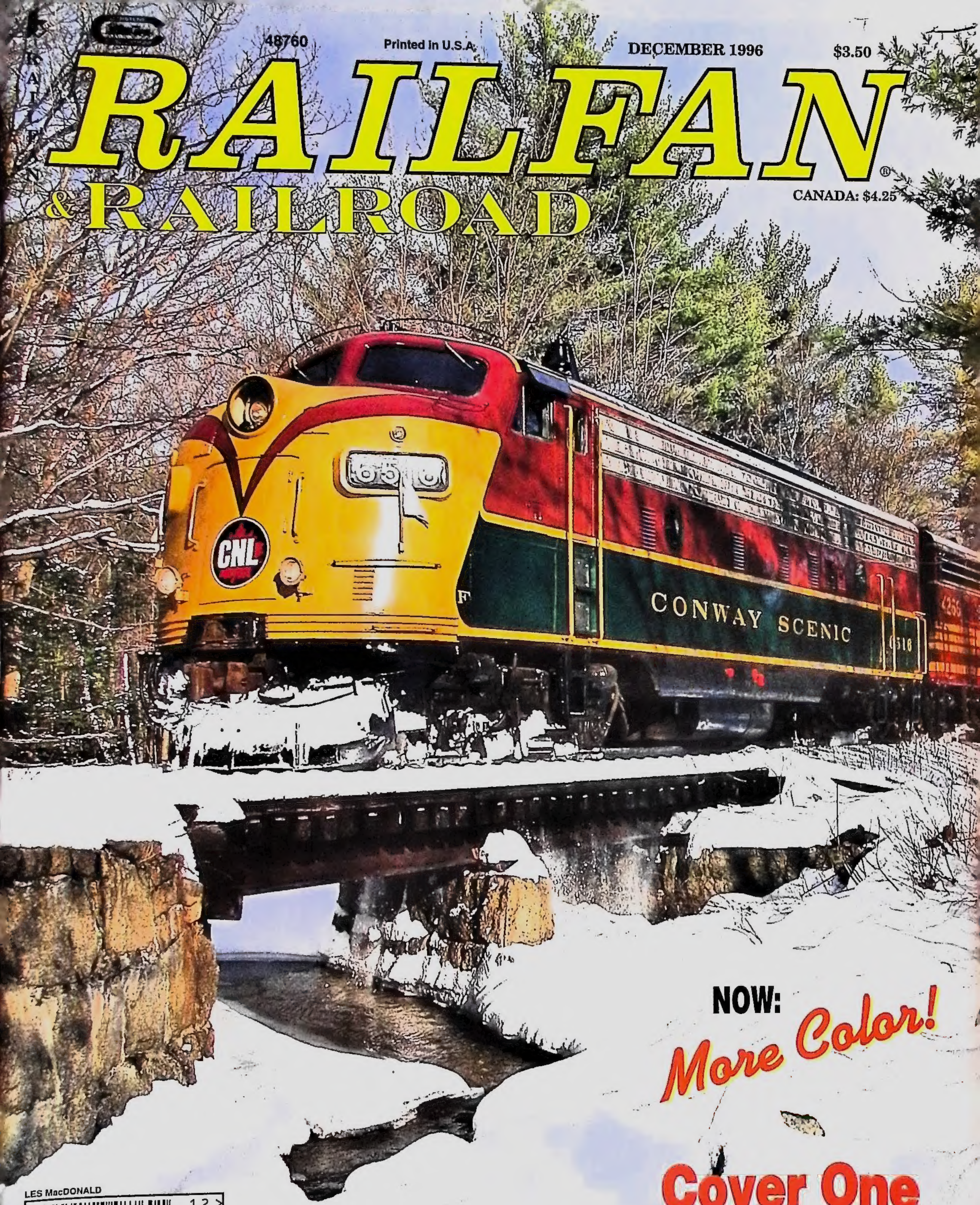
48760 Printed in U.S.A. DECEMBER 1996 $3.50

KALMBACH RAILFAN® & RAILROAD

CANADA: $4.25



NOW:

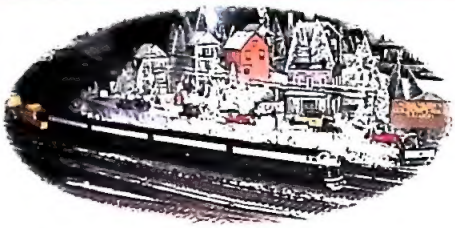
More Color!

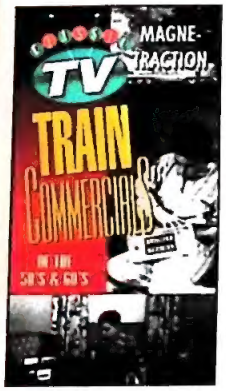
Cover One Contest Winners

LES MacDONALD
12
0 09128 48760 1

STOCKING STUFFERS!

Perfect Gifts for Your Favorite Railfans!





Classic TV Train Commercials

Embark on a nostalgic ride down memory lane with those great toy train commercials from the Golden Age of Television. These uncut commercials have been restored to the pristine quality of their original broadcasts over thirty years ago! B&W.

30 Minutes
#TVTOY $9.95

Christmas Trains

There's no time like the holidays to enjoy the magic of trains. Enjoy Christmas layouts, the BNSF Santa Claus Express with over 20,000 glowing lights, real operating steam locomotives, garden railways, toy trains, and more! Color.

68 Minutes
#TMAS $19.95

Today's Steam Across America

FOUR HOURS of incredible steam action are packed into this best selling video. Over 40 steam locomotives from around the country fill the screen with railroading excitement the whole family will enjoy. Color.

Four hours on two cassettes

#TSAA $19.95

Pentrex Previews Volume 5

Twenty-nine new Pentrex videos are showcased on subjects ranging from early diesels, modern motive power, freight operations, passenger trains, toy trains, to plenty of steam locomotive action! Color.

86 Minutes
#PREV5 $19.95

The History of the World's Fastest Trains

Experience the global search for railroad speed from the first 100 mph steam locomotive to the ultimate TGV. Plus, look ahead to the shapes and technologies of the future. B&W and color.

75 Minutes
#WFT $19.95

Vintage Rails -

A Gift That Keeps On Giving!

With each quarterly issue of **VINTAGE RAILS**, you'll step back into the glory days of American railroading – the 1920s to the 1970s. The highest quality photography, artwork, feature articles, and editorials are found in **VINTAGE RAILS**. It's the fastest growing railroad magazine in the country!

1 Year Subscription (4 issues)
$14.95! #VTR04

Outside the U.S. (4 issues)
$19.95 #VTR04F

Amtrak Across America, 25th Anniversary

From early years to the Genesis locomotives, Amtrak's colorful history rolls across the screen. Highlights feature the famous passenger trains of the past, well known routes, scenic locations, onboard views, and cab rides! Color.

30 Minutes #AMTRAK25 $19.95

ALL TAPES ARE IN STOCK AND READY TO SHIP!

Check or Money Order Visa/MasterCard
Discover or American Express

Order Toll Free 24 Hours A Day

800-950-9333

FAX 818-793-3797

CALL OR WRITE FOR FREE CATALOG

Pentrex

P.O. Box 94911,
Pasadena, CA 91109-4911

Please add $4.00 shipping per order, plus $1.00 for each additional item. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional item. All other International customers add $10.00 per item. California residents please add 8.25% sales tax.

MAG6

UP AC6000CW 7001, on GE's test track in Harborcreek, Penn., on August 22, 1996, is one of the first to contain GE's new 6000-h.p. prime mover from Duetz MWM of Germany. The UP ordered ten of the 6000-h.p. monsters and will inherit three more as part of the SP merger. As new 6000-h.p. prime movers are available, UP's 4400-h.p. AC4400CW Convertibles will be upgraded to 6000 traction horsepower.

ABOVE and BELOW: KODACHROMES / MIKE HOPPE

COLOR PRINT: ALEXANDER D. MITCHELL IV

THE FIRST CSX AC6000CW debuted in the roundhouse of the B&O Railroad Museum in Baltimore, Maryland, on September 13, 1996 (**left**). CSX 602, *"The Spirit of Maryland,"* is one of 53 6000-h.p. units ordered from GE by CSX. The units will be assigned numbers 600-652. CSX 600 was built in December 1995 but languished outside the GE Erie shop for several months without a prime mover (**above**) while GE completed testing the new Duetz 7HDL16 engine.

RAILNEWS

KODACHROME: DAN MUNSON

THE NEW BNSF "NORTHERN LINES" IMAGE has been applied to former Cascade green GP38-2 2099 by MidAmerica Car in Kansas City, Mo., where it was on September 6, 1996. BNSF GP38-2 2094 is being similarly attired at VMV, and the two units have experimental Positive Train Separation (PTS) equipment installed to prevent collisions.

KOACHROME: DAVID J. MERIDEW

CANADIAN NATIONAL's NEW SD75I's are in now regular service in the Thompson and Frazier River canyons in British Columbia. CN 5648 was westbound at Wrexham Tunnel near Lytton, B.C., on August 16, 1996 (**right**). CN has ordered 175 of the "Whisper Cab"-equipped SD75I's from GMDD in London, Ontario. Deliveries will run through 1999.

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
E. STEVEN BARRY/associate editor
MAUREEN FRAZER/editorial secretary
LISA VAN SWERINGEN/editorial secretary
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

1906 1996

MPA

TRAIN

Circulation Manager: Henry R. Carstens. **Circulation:** Joanne Guest
Advertising Production: Mary Ann Lengle, Tammy Havens. **Receptionist:** Michele Welsh
Reader Service: Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

From the Publisher's desk: One Spots

In the days of steam the Pennsylvania Railroad was unique in its locomotive numbering system. There was no apparent rhyme or reason to its system, and two locos in any one class could be 5000 numbers apart. The honor of bearing Pennsy's No.1 fell to a grimy 2-8-0. On other roads, the low number was often found on a 4-4-0 or a switching loco, but there were notable exceptions.

I photographed a northbound Illinois Central passenger train roaring through Memphis behind IC No.1, a 4-6-4, rebuilt in the Paducah Shop from a drag-era Lima 2-8-4. Flipping through my negative file I found some steam "One Spots," among them a Virginia Blue Ridge 2-8-0, a Crowell Lumber Co. Shay, a Red River & Gulf Shay, a Union Electric 0-4-0T, Mount Washington Cog Railway's *Mount Washington* and a Southern New York Climax.

The Milwaukee Road started its numbering all over when Alco built their four streamlined *Hiawatha* Atlantics, Nos.1-4, in 1938 — and then the railroad did the same thing all over again in December 1968 when it received its last new main line passenger locomotives: FP45s 1-5.

There have been many other "One Spot" diesels, mostly switching types. Rock Island had an *Aerotrain* diesel with that number, as did Springfield Terminal's 44-tonner; a Lehigh & Hudson River RS3; an Amtrak SW8; a Burlington Northern F9A2; a Chattahoochie Industrial GP10; a Corydon Scenic 44-tonner; an Eastman Chemical SW1500; an Elk River GP10;a Great River S1; a Hartford & Slocum S1; a Kelly's Creek & Northwestern MP15DC; a Knox, Kane & Kinzua 50-tonner; a Logansport & Eel River GE 50-tonner; a Louisville, Newport & Corydon 4-ton; a Metra SW1; a Midland 25-ton; a Moscow, Camden & San Augustine SW1200; a Muncie & Western 65-tonner, a Northwestern Oklahoma 44-tonner; Pearl River Valley 65-tonner; a Puget Sound & Snoqualmie H12-44; a San Manuel Arizona RS3; a South Buffalo GM slug; a South Branch Valley S1; a Texas State 45-tonner; a Texas Transportation Co. B-W 50-ton electric; a Union SW1500 and a Wisconsin Central SW1. One of CSX's new AC4400CW's carries the dignified digit.

No doubt there have been additions and deletions. Not included are many One Spots at railroad museums, some of which are famed in railroad lore. Southern Pacific's 1863 *C.P. Huntington* 4-2-4 has been meticulously restored and is seen at the California State Railroad Museum in Sacramento. Clinchfield's One Spot was a 4-6-0 that was used on many excursions in the late 1960s and early 1970s. It now resides in the B&O Railroad Museum in Baltimore. Also in the B&O Museum is *American Freedom Train* 4-8-4 No.1, originally Reading 2101.

Numbers change constantly. Amtrak's new Dash 8-42BP's will be numbered 1-98, indicating that Amtrak's old SW8 has either been renumbered, sold or scrapped. Many railroads had a number of One Spots over the years.

It sorta makes you one-der, doesn't it?

RAILFAN & RAILROAD

DECEMBER 1996/VOL.15 NO.12
RAILROAD / founded 1906 / vol. 118 no.9

FEATURES

28 **Topeka Railroad Days 1996**/Mike Del Vecchio
31 **Grand Island: A crossing in transition**/Richard Schmeling
38 **The Iron Road System**/Mike Confalone
42 **A Typical Tehachapi Tuesday**/Ted Benson

DEPARTMENTS

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
8 **Timetable**/events
12 **We'd like you to meet ...** /MacDonald, Lange, Schmeling
20 **On the Menu**/Left-overs
23 **Railnews**/news stories in detail
50 **Railroadiana**/product news and reviews
50 **Advertising Index**/the railfan marketplace
52 **Switch List**/classified advertising
54 **Videos**/videotape reviews
56 **Camera Bag**/Better than the Mainstream? (Del Vecchio)
57 **Railfun**/Curt Katz
58 **Transit Currents**/George M. Smerk
60 **Markers**/1996 Cover One Contest
64 **Railnews**/news in color
66 **Railnews**/news in color

COVER

The First Place winner in our 1996 Cover One Contest is Les MacDonald of Conway, New Hampshire, with this chillingly colorful image of Conway Scenic's FP9 6516 crossing Stoney Brook near Bartlett Village, N.H., in December 1995. Les won the Cover One Contest in 1992 and 1994, as well, and had a number of additional potential winners in his submissions. The Second Place and Runners-Up are shown and described in MARKERS, beginning on page 60. Fuji Velvia by Les MacDonald.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1996 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

GUARANTEED XMAS DELIVERY OR IT'S FREE

All orders before Dec. 15/96. Offer expires January 1, 1997

ALL BRAND NEW

25th ANNIVERSARY

#1 BEST SELLING ANNUAL LOCOMOTIVE BOOK

ONLY $19.95 + $3.00 P/H

1996-97 EDITION LOCOMOTIVE ROSTERS

THE OFFICIAL AND NEWS

BRAND NEW UP-TO-DATE 850 LOCOMOTIVE ROSTERS

FOR OUR 25TH ANNIVERSARY

FREE $10 BOOK LIMITED PRINTING

FOR ALL NEW TWO YEAR SUBSCRIPTIONS TO 1996-97 & 1997-98 EDITIONS $39.90 + $3.00 P/H

BUT 1996-97 EDITION ONLY $19.95 + $5.00 + $3.00 P/H

BY POPULAR DEMAND - SPECIAL REISSUE

1973 EDITION 275 LOCOMOTIVE ROSTERS Rosters as at December 31 1973 ALL MAJOR North American Systems

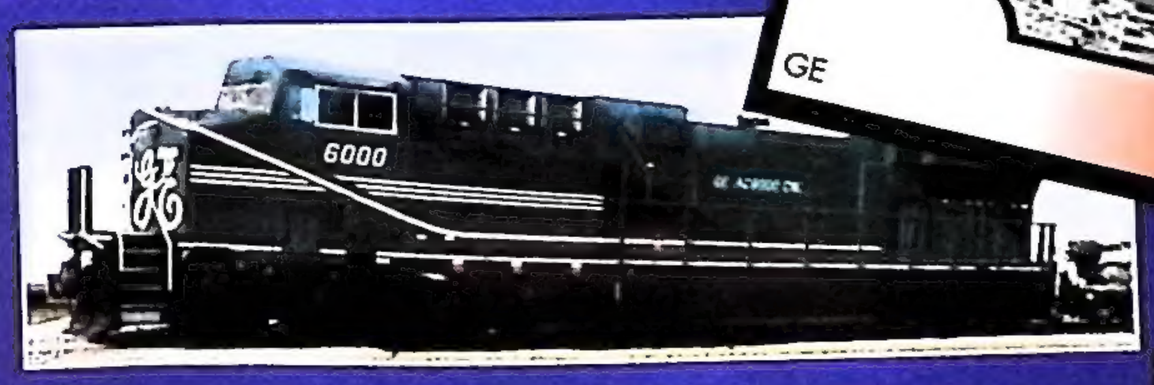
FALLEN FLAGS LISTED BELOW

BOSTON & MAINE CHESSIE SYSTEM CHICAGO MILWAUKEE ST PAUL & PACIFIC CHICAGO ROCK ISLAND & PACIFIC CLINCHFIELD DELAWARE & HUDSON DENVER & RIO GRANDE WESTERN ERIE-LACKAWANNA LEHIGH VALLEY LOUISVILLE & NASHVILLE MISSOURI-KANSAS-TEXAS MISSOURI PACIFIC NORFOLK & WESTERN PENN CENTRAL PITTSBURGH & LAKE ERIE READING ST LOUIS-SAN FRANCISCO SEABOARD COAST LINE SOUTHERN WESTERN MARYLAND WESTERN PACIFIC + many more **$10 + $3 P/H**

HURRY! OFFER EXPIRES DEC 31/96

While supplies last

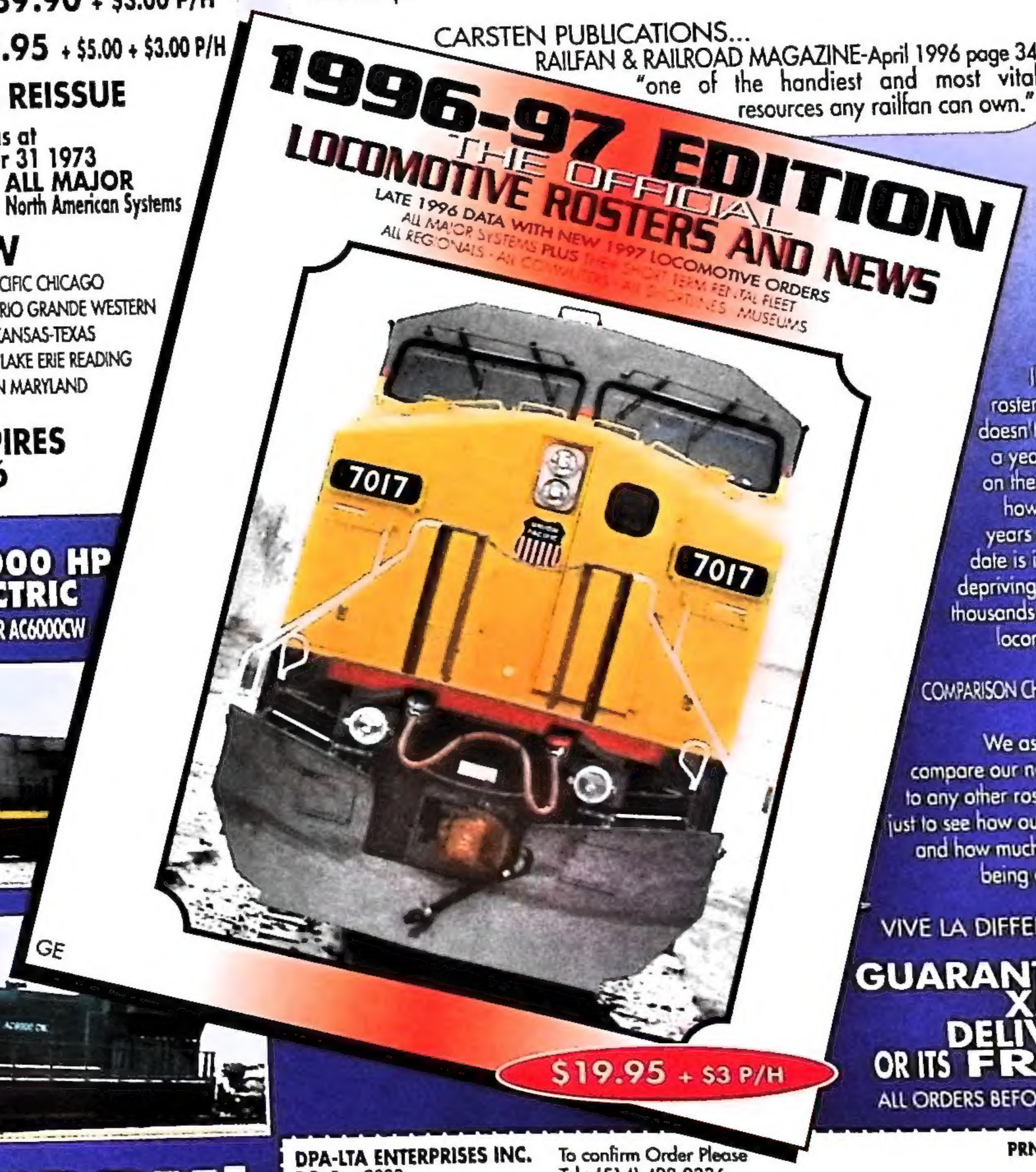
INCLUDES THE FIRST NEW 6000 HP SINGLE ENGINED DIESEL-ELECTRIC LOCOMOTIVES SHOWN BELOW AND NEW COVER AC6000CW



HIGHEST COMPLIMENTS 1995-96 EDITION

KALMBACH'S GREAT FLAGSHIP...
MODEL RAILROADER-May 1996 Pages 52-54
"Information brief and to the point. ...random checks showed it to be accurate and correct...and inclusion of museum rosters makes this work useful...ideal for railfan trips"

CARSTEN PUBLICATIONS...
RAILFAN & RAILROAD MAGAZINE-April 1996 page 34
"one of the handiest and most vital resources any railfan can own."



If your roster book doesn't show a year-date on the cover, how many years out-of-date is it really depriving you of thousands of new locomotives!

COMPARISON CHALLENGE

We ask you to compare our new book to any other roster book just to see how out-of-date and how much you are being deprived.

VIVE LA DIFFERENCE!

GUARANTEED XMAS DELIVERY OR ITS FREE!

ALL ORDERS BEFORE DEC 15

PLEASE HURRY!

Offers expire January 1, 1997

ALL OF OUR OTHER 25 BOOKS - SOLD OUT!

Including: 3 GM-EMD books, 2 GE books, ALCO BALDWIN, BUDD THE CANADIAN

DPA-LTA ENTERPRISES INC.
P.O. Box 3000
Champlain, NY 12919-3000

To confirm Order Please
Tel.: (514) 428-0336
Fax: (514) 428-0338

PRN RR TR

Please ship for XMAS or it's FREE. Money order or check enclosed.
☐ 2-Year subscription 1996-97 & 1997-98 editions + Free 1973 Edition $39.90 + $3 P/H
☐ 1-Year subscription 1996-97 edition + $19.95 + $3 P/H add $5 for 1973 edition
☐ 1973 edition $10 + $3 P/H While supplies last

Name..... Tel. (...)....

Address.....

City..... State/Prov. ..... Zip + 4 Code.....

THE MILWAUKEE ROAD

coming November 15, 1996

UNDER MILWAUKEE WIRES

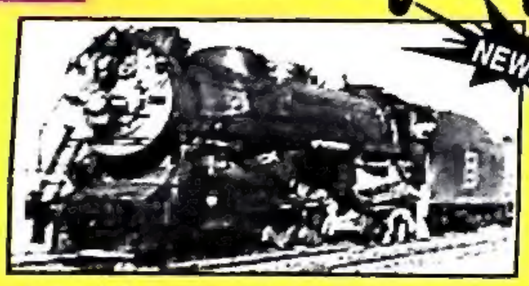
An all-color, 128-page hardcover book displaying the wonderful 1950's photography of Sandy Goodrick and Bill Janssen. Tour both electrified divisions when Bi-polars and boxcabs shared the rails with maroon & orange Little Joes.

Order today at the special pre-publication price of:
@$40 + $3.50 postage, $5 foreign.
Include street address for UPS delivery.
NJ residents add 6% tax.
After 11/15/96, price is @ $49.95.

Morning Sun Books, Inc.
11 Sussex Court
Edison, NJ 08820

MORNING SUN BOOKS INC.

Burlington Route **Steam Odysseys**



58 min. video details 11 years of steam excursions, from 4-6-0 to 2-10-4's. If you rode behind these locomotives this will be a real nostalgia trip.

CHICAGO AURORA AND ELGIN RAILROAD **THE ROARIN ELGIN**

See the last years of the Chicago Aurora and Elgin regular operation, last fan trips, scrapping, it's all here on a 48 min. video.

B&W / Color
Available at Chicagoland Hobby
COMING:
Insull's Interurbans
$24.95 Each CK / MO
REMINISCE RAILS
P.O. Box 4225, San Dimas, CA 91773
Add $4.00 S&H (CA res. add $2.06 sales tax)

FANMAIL

1906 issues and Katz

Thanks for the "plugs" in the October 1996 issue about my contribution of Volume 1, Numbers 1 and 2 of THE RAILROAD MAN'S MAGAZINE to you folks.

Actually, this happened so long ago that I almost forgot about it. The magazines came from the C.W. Witbeck estate, if I can recall correctly.

Also, let me say how much I enjoy Curt Katz's RAILFUN cartoon. This month's was also great. Please send me an application for the Kodachrome Technical & Historical Society. I learned to appreciate the stuff years ago after looking at Bill Witbeck's faded slides, none of which were in yellow boxes. I propose the slogan for the KT&HS, "If it ain't in a yellow box, it ain't slide film."

Give this guy Katz a raise.

LOUIS R. SAILLARD
Baton Rouge, La.

In the Navy ...

I'm a longtime fan of RAILROAD Magazine and always appreciate when you bring old memories back to us RAILFAN readers.

I also collect postcards, especially of railroad and Navy subjects (I'm a Navy veteran). So when I found this old postcard of sailors holding THE RAILROAD MAN'S MAGAZINE I thought it combined both subjects best.

The notation on the back of the card states "Executing the cook" aboard the *U.S.S. Merrimac*, probably about 1910.

JIM HENRY
Waverly, Ohio

October 1906

When I used to frequent Manhattan nearly four decades ago, I would visit Freeman Hubbard every once in a while to complain about his republishing material that was already in my library. No wonder people wouldn't buy his RAILROAD Magazine.

But I do not protest your republishing material from October 1906. It is kind of nice to be able to casually read a magazine in bed or at the kitchen table without the disaster of spilling coffee on it.

You and Hal both got it wrong as to when RAILROAD MAN'S MAGAZINE "died." The word "Stories" appeared on the covers in 1931, but it was February 1932 before the first issue of RAILROAD STORIES appeared. From an editorial point of view, those early issues shed a lot of light on our culture and mores.

I think I read in *Locomotive & Railway Preservation* magazine a quote by historian John H. White that RAILROAD MAGAZINE'S 1929-1954 issues are the most significant contribution to U.S. railroading paper material that exists. I agree but have lately been reevaluating the 1906-'19 series in that same light.

RMM was published weekly for a few months in 1918 and 1919 before it died. How would you like to maintain that pace with R&R today?

A copy of the October 1906 issue recently changed hands for $100, or 1000 times the cover price. Do you think the October 1996 R&R will *ever* fetch $3,500?

I have original copies of RAILROAD except November and December 1906, March 1911, August 1912 and January and September 1913. Fortunately, none of them bound. I make full color replacement covers, front and rear, for collectors on a non-profit basis. Interested readers can contact me.

Thanks for dusting off a real railroading priceless gem.

ALDEN H. DREYER
91 Reynolds Road
Shelburne, MA 01370-9715

Old photo, not Young's

Re: October 96 R&R. I really enjoyed the excerpts from issue No.1 of THE RAILROAD MAN'S MAGAZINE. Let me put in my vote for more of those ancient but savory goodies.

My main reason for penning this missive (note no computer or e-mail from deepest West Virginia) is to correct an error on page 23 of that issue under the review for the *1997 Railway Calendar* from the Lackawanna & Wyoming Valley NRHS — I can't take credit for the "snow bound streetcars in Wilkes Barre" photo. I suspect it should be credited to Ed Miller. I never saw trolleys run in that part of the world. The others mentioned I do recognize as mine, though, and "thank y'all fer mentionin' them."

Keep up the good work — I always look forward to "next month's" R&R for the R&R it provides.

J.J. YOUNG, JR.
Charleston, W.Va.

The L&WV Chapter calendar contains photos by Ed Miller, J.J. and others and is quite good. We can forgive them a swapped photo credit — S.B.

O, little mill of Bethlehem

In the October 1996 MARKERS column on page 62 you state "... around the recently closed Bethlehem Steel mill ... ." The steel plant is *not* closed. It is still operating, although much smaller than it was for a long time.

CHOO CHOO CHARLIE
Nazareth, Pa.

A tunnel never built

I enjoyed your reprint of the October 1906 THE RAILROAD MAN'S MAGAZINE and your accompanying article. But there is an error in both.

Frank MacDonald implied in his 1906 article on David Moffat, and you have quoted in your article, that the "nearly three-mile

Steam Around The World

New series with special package deal - So Hurry!

American Steam In The Rockies

Enjoy one of the best steam lines in North America, the Cumbres & Toltec Scenic Railroad in Colorado and New Mexico. We'll see special charter freight trains with multiple steam engines, plus the regular passenger trains which are doubleheaded each day. Three engines, K27 #463, K36 #489, and K37 #497 are lettered Rio Grande for the specials, plus engines 484, and 487 are seen on the passenger trains. Superb scenery and steep grades equals super action.

60 Minutes $29.95

German Standard Gauge

Take a trip to Europe and focus on standard gauge steam in the former East Germany, as several locomotives are used in a winter *Plandampf*, or Steam Plan, whereby steam is placed on regular freight and passenger trains for several days. Many picturesque scenes include: towns, viaducts, signals, and stations. Rare tank engines such as class 94 (0-10-0T), Class 95 (2-10-2T), and Class 65 (2-8-4T) share the spotlight with cameo appearances by other engines. Fast paced action.

Approx. 45 Minutes $24.95

China: Steam Train Paradise

Step into the Asian countryside of China and witness a big show of mainline steam, in the the world's last stronghold of steam locomotives. Captured in this video are trains with up to 3 engines of the QJ class 2-10-2, and a variety of both freight and passenger trains. Also shown are the now retired RM class 4-6-2's and SL class 4-6-2's in passenger service. Witness engine servicing, cutting rail with hand tools, and other human interest in this fascinating country.

60 Minutes $29.95

Cuba: Stronghold of American Steam

Travel to exotic Cuba to enjoy steam still hard at work hauling sugar cane to the mills in regular service. We'll see Alcos and Baldwins, on some of the longest and most scenic lines, where the engines work the hardest. There is a variety of both standard gauge and narrow gauge action in this Caribbean steam paradise located just 90 miles from the U.S. mainland. You'll also enjoy some of the Cuban countryside and sample a bit of the culture. Approx. 45 Min. $24.95

German Narrow Gauge

Visit the former East Germany and see narrow gauge steam action on the Harz Mountain system, with it's largest of narrow gauge tank engines, and variety of routes. Visit the steep Cranzahl to Oberwiesenthal line which includes lovely snow scenes. A spectacular scene is witnessed with two steam trains racing and is captured twice on the Harz line. You'll see a variety of locations and trains during a winter visit. Enjoy European flavor and mountain scenery.

60 Minutes $29.95

Spectacular Package Deal!

Order all 5 **Steam Around the World** tapes (Retail $139.75) for Just $99.95! And, if you hurry we'll give you a **bonus** 60 minute China program (China: Mainline Steam Parade) absolutely **FREE**. Note: FREE program may be added to another cassette. **Act NOW** and save!

All tapes available in VHS NTSC (for America) and PAL (for Overseas.) Prices the same for PAL. Prices are for U.S. Dollars. Shipping: United States orders add $4.00 1-3 tapes, $5 for 4 or more. Canada: $4.00 for first tape, then $1.00 each additional. Europe $7.50 first tape, $5.00 ea. additional. Set $18.00. All other countries $10.00 first tape, $7.00 ea additional, Set $25.00. Ohio Res. add 6% sales tax. Full time business so order with confidence. Established 1984. Catalog with over 60 titles available. Call, fax, or write at once. Visa and Mastercard accepted **(give expiration date). Prompt service!**

Greg Scholl Video Productions

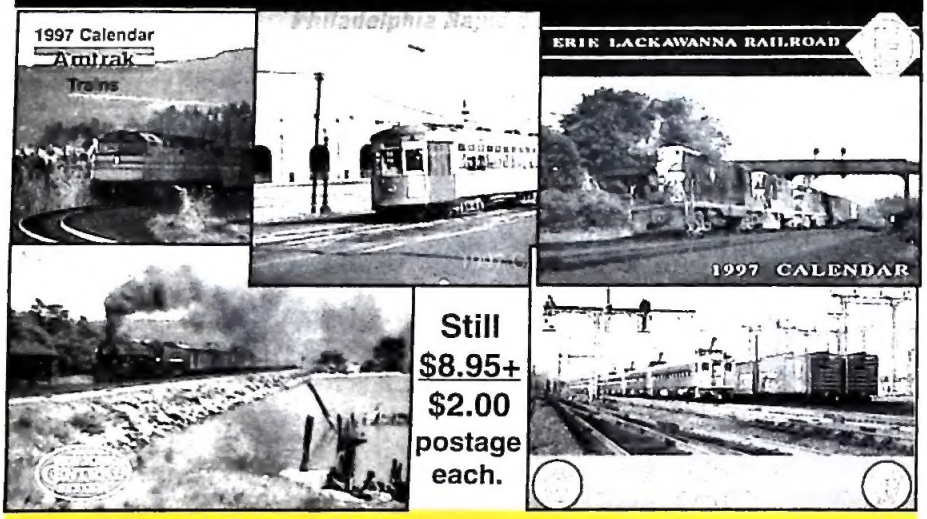
P.O. Box 123, Dept. R 12

Batavia, Ohio 45103

Phone: 513-732-0660

Fax: 513-732-0666

Weekend Chief 1997 All Color Calendars



Still $8.95+ $2.00 postage each.

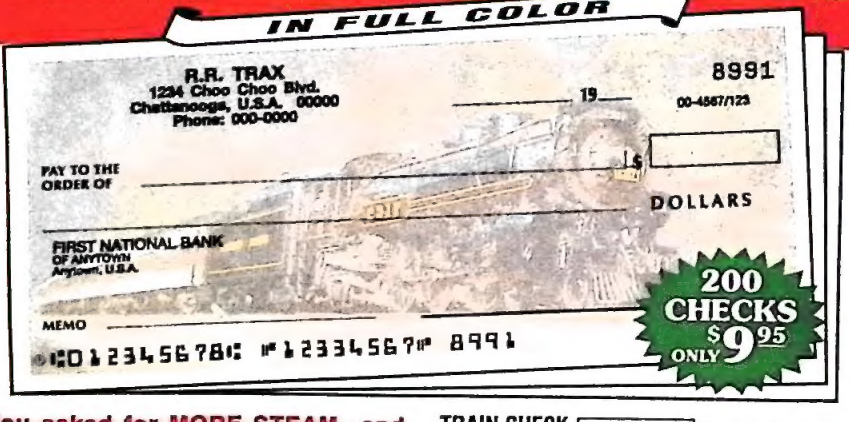
Amtrak, Philadelphia Traction, Erie Lackawanna, New York Central & Pennsylvania R.R. shown. All are 9"x 12" and have fourteen different views. More available-LSSAE for illustrated brochure. $4.50 maximum shipping on multiple orders. New York State residents must include sales tax.

Weekend Chief Publishing Co. P.O. Box 1676 Mineola, NY 11501-1676

Over 350 RR Emblems
Embroidered Cloth
DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $3.00
W.N. RICH

RAILROADIANA
Nestle's Railroadiana Since 1959
Free listings for most major railroads, trolley listings, back issues of rail magazines, maps, guides, technical data, books, etc. Please be specific. We specialize in diversity. Listings for SSAE with request you return same. Fair prices paid for rail material.
NESTLE'S RAILROADIANA
BOX 105, GREENWICH, NY 12834

TRAIN CHECKS
IN FULL COLOR



You asked for MORE STEAM...and more Power... so we fired up the boiler and added a 4-6-2 Montreal and 4-6-0 Baldwin to the diesels of: Amtrak, Santa Fe, New York Central, Union Pacific, Conrail and Illinois Central. Still *thundering out of the past*, are the Georgetown Loop's 3-truck Shay, and Grand Canyon's 1906 2-8-0.

TRAIN CHECK STARTING NO. ____ (if not specified, we will start checks at 101.)

SINGLE CHECKS ☐ 200 – $9.95 ☐ 400 – $17.50 OR DUPLICATES ☐ 150 – $12.95 ☐ 300 – $22.50	
SHIPPING & HANDLING	$1.00
☐ FOR PRIORITY DELIVERY, ADD $3.50	
☐ CHECKBOOK COVER, ADD $1.00	
☐ *For Script Lettering, Add $2.00*	
TOTAL	

TO ORDER CHECKS NOW – PLEASE ENCLOSE:
1. A check payable to Identity Check Printers. (U.S. Funds)
2. A voided sample check with changes clearly marked.
3. A deposit slip
4. This order form completely filled out

Checks are personal size and are top bound. One part deposit slips and check register are *FREE* with each order.

NAME _____

Daytime phone number: (____)

For your protection checks will be shipped to the printed address unless we are instructed otherwise.

24HR VOICE MAIL 312-992-0890
IDENTITY CHECK PRINTERS
BOX 818, PARK RIDGE, IL 60068

long" Front Range Tunnel was completed under Rollins Pass.

While this 2.6-mile long tunnel was planned and discussed for many years, it never was built due to constant difficulties in getting financing. It was not until the completion of the Moffat Tunnel in 1928 that the Divide was penetrated with a tunnel at Rollins Pass. As a result, the Denver, Northwestern & Pacific (later reorganized as the Denver & Salt Lake) fought a never-ending battle with snow over the winding route over Corona (Rollins) Pass — the costs of which surely led to further financial difficulties.

Good sources for this information may be found in *Rails That Climb* by E. Bollinger, and *The Moffat Tunnel, A Brief History* by C. Albi and K. Forrest, and information can also be found at the Colorado Railroad Museum in Golden and at the Rollins Pass Restoration Association.

RICHARD L. ULRICH
Marinette, Wisc.

What about Raton?

Brian Jennison is half right when he writes that Tennessee Pass at an elevation of 10,250 feet and a grade of three percent is the highest and steepest main line grade in North America.

What happened to Raton Pass on the old Santa Fe? The eastbound grade is 3.3% and the westbound 3.5%.

HENRY KORMAN
Longview, Wash.

Actually, we should have better worded that "steepest" comment, as it also didn't take into account grades like Saluda — M.D.

Empire enthusiasm

I do not usually become terribly enthused about overseas articles, but "Wisconsin Central's British Empire" in September's R&R was especially worthwhile — it was both interesting and educational.

E. EVERETT EDWARDS
Doylestown, Pa.

TIMETABLE

RAILFAN EVENTS

UNION PACIFIC EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russellville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

November 5-9, motorcoach tour from Chicago to Branson, Mo. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, Iowa, via the *Southwest Chief.*

December 27-January 1, Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

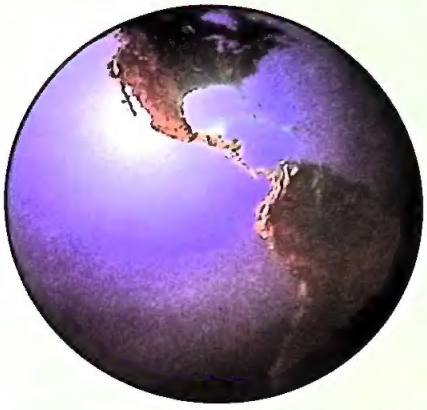
EAST ELY, NEVADA, November 9-10. Photographers Special on the Nevada Northern. Two steam locomotives, passenger and freight consist, numerous runbys. Tickets $285 includes box lunch and barbecue. Tickets/information from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

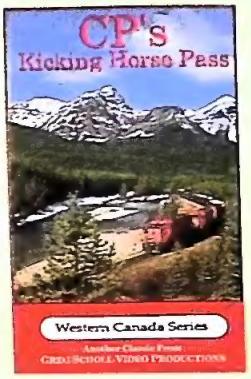
THE CHARLIE RUSSELL CHEW-CHOO dinner train will operate over a 28-mile route between Kingston and Denton,

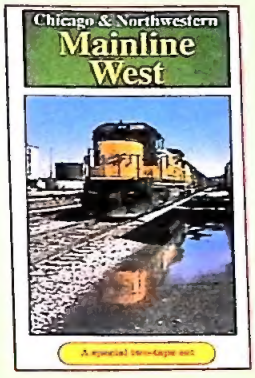
Quality Videos

We Bring You The World

Great Selection







Popular Steam Videos

Memories of N&W 611: runs in 1992-1994, from the Cincinnati area includes last runs and bonus! 60 Min. $29.95

Geared Doubleheader: Rare Climax and Heisler doublehead on Mt. Rainier RR in Washington State. 46 Min. $24.95

Santa Fe 3751-Los Angeles to Chicago: Historic transcontinental run along the entire SF main for the 4-8- 4.90 Min.$34.95

Coal Smoke In The Heartland: Steam Tractors in operation at Greenville, Ohio. Also some gas tractors. 60 Mn.$29.95

Steam in Huntington: NRHS convention with 1225, 765, and 1218. 90 Min. $29.95

SP 4449-The Daylight: Follow this famous 4-8-4 from Portland to L.A. Station. Also Cab Ride. 60 Min. $29.95

2765 on the C&O: 765/2765 Cincinnati to Russell. and on New River Trips. Pacing and Cab Ride. 60 Min. $29.95

4501-25th Anniversary: 2-8-2 on Freight and Passenger trips, plus on the Anniv tripleheader with 1218 & 611. Also cab ride in 4501. 60 Min. $29.95

Union Pacific Steam-Vol #1: 4-6-6-4 #3985 on two trips to Laramie, plus 8444 in L.A. and Portland-Cheyenne. Cab Ride in both engines. 90 Minutes $39.95

Union Pacific Steam-Vol #2: first runs for renumbered 844. Cheyenne-Omaha on Freights and Pacing. 60 Min. $29.95

Special: Both UP Steam Tapes $64.95

Great Steam Trains Series

Volume One: NKP 587, Conway Scenic 7470, In Cab Tour of N&W 1218, and N&W 4-8-4 611 Stalls. 60 Min. $29.95

Volume Two: CP 4-4-0 #29(Final Run) and CN 4-6-0 #1009, plus NKP765, and Santa Train in Kentucky. 60 Min. $29.95

Volume Three: x-CPR 4-6-2's double-heading in Virginia, Cumbres & Toltec doubleheaders in Rockies, N&W 611 to Williamson, and MILW 4-8-4 #261 on New River Train 1994. 60 Min $29.95

Set Special: Any two tapes for $49.95 or all three for $74.95

America By Rail Series

America By Rail-The Heartland: Wash.,D.C-San Francisco on Amtrak Via the "Capitol Limited" and "California Zephyr. Also see and ride 12 additional steam and diesel trains. 120 Min. $19.95

America By Rail-The West Coast Route: San Diego-Seattle on Amtrak, plus 5 side trips en route. 90 Min. $19.95

America By Rail-Winter Wonderland: Snowy trip on "The Cardinal" in January, through West Virginia's New River Gorge, and see historic steam trains that have run over the last 10 years on this route. New for 1996-7! 90 Min. $19.95

Popular Snow Plow Videos

Snow Plow With CN F7's: Pair of CN F7A's tackle snow with CN wedge Plow, and power a freight. 52 Min. $39.95

Plow Extras: CN and CP plow extras with F's and Alcos. Also very rare 8mm film of plow wrecking. 45 Min. $39.95

Steam Rotary: Cumbres & Toltec Steam Rotary OY plows Cumbres Pass with 2 engines in 1991. 90 Min. $39.95

Tripleheader Rotary: 1993 action with 3 engines powering OY for 4 days. Lots of great action. 120 Min. $39.95

Diesel Videos

C&NW Mainline West: 2-tape set in one box covering 500 miles from Chicago to Omaha/Fremont (1993) 150 Min. $59.95

Union Pacific's Caliente Sub: Milford,UT to Las Vegas,NV. mainline. Good action and Scenic. . 60 Min. $29.95

All aboard the Potomac Eagle: Scenic WV train ride with FPA4, CSX F7, and B&O GP9, and eagles. 60 Min. $19.95

New Haven RR in the 1950's: 16mm films in color with Alcos, Last Steamer, DL109's, etc. Great Film. 60 Min $49.95

New Haven Mainlines: 8mm films from former Employee, of mostly Shore Line Electric Segment. Tons of action which complements NH in 1950's video. Filmed by Tom Donahue. 65 Min. $39.95

Western Canada Series

CP's Kicking Horse Pass: Golden to Lake Louis, Spiral Tunnels, Kicking Horse Canyon, etc. 46 Min. $29.95

Cab Ride over Kicking Horse Pass: Field-Lake Louise, SD40F 77Min. $29.95

Canada's Canyon Route: CN & CP in Fraser & Thompson Canyon 60 Min$29.95

CN's Yellowhead Pass: CN Jasper area, plus VIA "Canadian" 45 Mn $29.95

Set Special: All 4 tapes for only $99.95

Other Great Videos in Stock

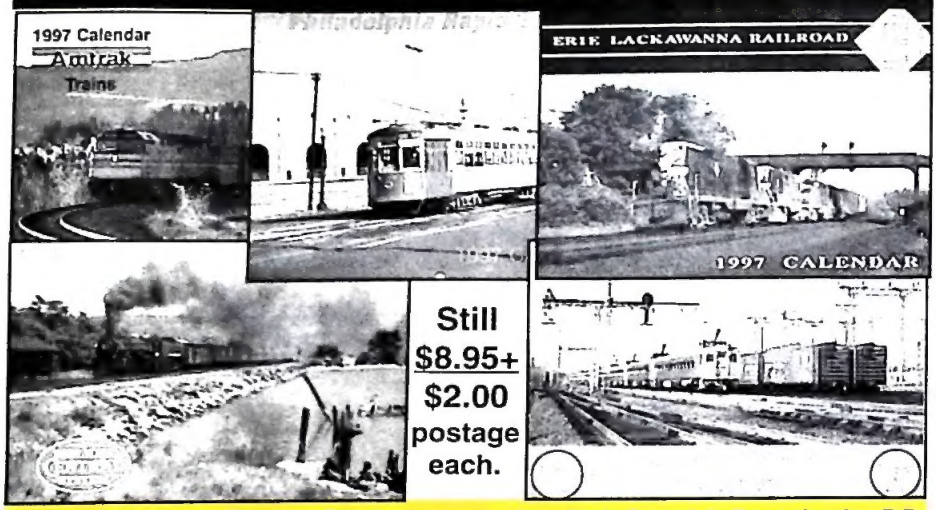
Steam in The West: 60 Min.$29.95
Rio Grande Steam Frghs: 120 Min.$34.95
152 Suspended In Time: 60 Min $29.95
Santa's Challenger: 70 Min. $24.95
N&W 1218 Roanoke Bound 70Mn $29.95
Garratts of Zimbabwe: 60 Min. $29.95
Early Diesels: 90 Min.$34.95
Arkansas Alcos: 45 Min. $24.95
CSX F-Units: 60 Min. $34.95
F-Units Winter In Canada: 57 Mn.$29.95
BN's Marias Pass: 30 Min. $19.95
Day On Soldier Summit: 30 Min $19.95
Santa Fe Pictorial: 60 Min. $29.95
Southern Pacific Pictor. 60 Min. $29.95
Special: Both Pictor. tapes for $49.95

All tapes available in VHS NTSC (for America) and PAL (for Overseas.) Prices the same for PAL **except America By Rail** tapes $24.95 each. Prices are for U.S. Dollars. **Shipping:** United States orders add $4.00 1-3 tapes, $5 for 4 or more. Canada: $4.00 for first tape, then $1.00 each additional. Europe $7.50 first tape, $5.00 ea. additional. All other countries $10.00 first tape, $7.00 ea additional. Ohio Res. add 6% sales tax. Full time business so order with confidence. Established 1984. Call, fax, or write at once. **Visa and Mastercard accepted (give expiration date). Prompt service!**

Greg Scholl Video Productions

P.O. Box 123, Dept. T 12
Batavia, Ohio 45103
Phone: 513-732-0660 Fax: 513-732-0666

Weekend Chief 1997 All Color Calendars



Still $8.95+ $2.00 postage each.

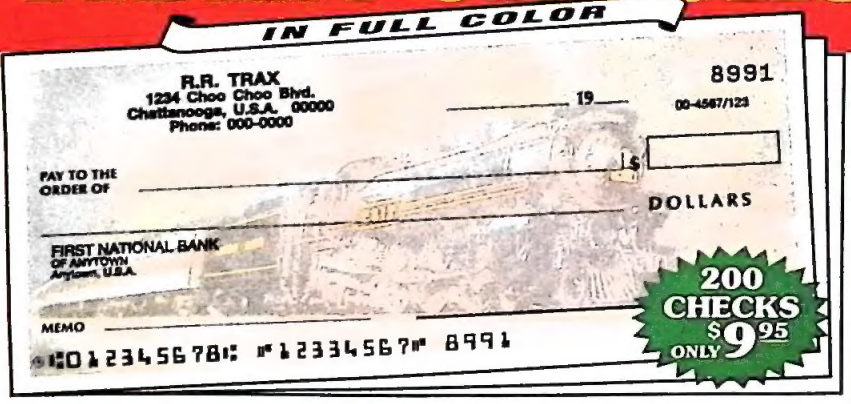
Amtrak, Philadelphia Traction, Erie Lackawanna, New York Central & Pennsylvania R.R. shown. All are 9"x 12" and have fourteen different views. More available-LSSAE for illustrated brochure. $4.50 maximum shipping on multiple orders. New York State residents must include sales tax.

Weekend Chief Publishing Co. P.O. Box 1676 Mineola, NY 11501-1676

Over 350 RR Emblems
Embroidered Cloth
DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $3.00
W.N. RICH

RAILROADIANA
Nestle's Railroadiana Since 1959
Free listings for most major railroads, trolley listings, back issues of rail magazines, maps, guides, technical data, books, etc. Please be specific. We specialize in diversity. Listings for SSAE with request you return same. Fair prices paid for rail material.
NESTLE'S RAILROADIANA
BOX 105, GREENWICH, NY 12834

TRAIN CHECKS
IN FULL COLOR



You asked for MORE STEAM...and more Power... so we fired up the boiler and added a 4-6-2 Montreal and 4-6-0 Baldwin to the diesels of: Amtrak, Santa Fe, New York Central, Union Pacific, Conrail and Illinois Central. Still *thundering out of the past*, are the Georgetown Loop's 3-truck Shay, and Grand Canyon's 1906 2-8-0.

TRAIN CHECK STARTING NO. _____ (If not specified, we will start checks at 101.)
SINGLE CHECKS ☐ 200 – $9.95 ☐ 400 – $17.50
OR
DUPLICATES ☐ 150 – $12.95 ☐ 300 – $22.50
SHIPPING & HANDLING $1.00
☐ FOR PRIORITY DELIVERY, ADD $3.50
☐ CHECKBOOK COVER, ADD $1.00
☐ *For Script Lettering, Add $2.00*
TOTAL

TO ORDER CHECKS NOW – PLEASE ENCLOSE:
1. A check payable to Identity Check Printers. (U.S. Funds)
2. A voided sample check with changes clearly marked.
3. A deposit slip
4. This order form completely filled out

Checks are personal size and are top bound. One part deposit slips and check register are *FREE* with each order.

NAME _____
Daytime phone number: (____) _____
For your protection checks will be shipped to the printed address unless we are instructed otherwise.

24HR VOICE MAIL 312-992-0890
IDENTITY CHECK PRINTERS
BOX 818, PARK RIDGE, IL 60068

long" Front Range Tunnel was completed under Rollins Pass.

While this 2.6-mile long tunnel was planned and discussed for many years, it never was built due to constant difficulties in getting financing. It was not until the completion of the Moffat Tunnel in 1928 that the Divide was penetrated with a tunnel at Rollins Pass. As a result, the Denver, Northwestern & Pacific (later reorganized as the Denver & Salt Lake) fought a never-ending battle with snow over the winding route over Corona (Rollins) Pass — the costs of which surely led to further financial difficulties.

Good sources for this information may be found in *Rails That Climb* by E. Bollinger, and *The Moffat Tunnel, A Brief History* by C. Albi and K. Forrest, and information can also be found at the Colorado Railroad Museum in Golden and at the Rollins Pass Restoration Association.

RICHARD L. ULRICH
Marinette, Wisc.

What about Raton?

Brian Jennison is half right when he writes that Tennessee Pass at an elevation of 10,250 feet and a grade of three percent is the highest and steepest main line grade in North America.

What happened to Raton Pass on the old Santa Fe? The eastbound grade is 3.3% and the westbound 3.5%.

HENRY KORMAN
Longview, Wash.

Actually, we should have better worded that "steepest" comment, as it also didn't take into account grades like Saluda — M.D.

Empire enthusiasm

I do not usually become terribly enthused about overseas articles, but "Wisconsin Central's British Empire" in September's R&R was especially worthwhile — it was both interesting and educational.

E. EVERETT EDWARDS
Doylestown, Pa.

TIMETABLE

RAILFAN EVENTS

UNION PACIFIC EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move*. **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

November 5-9, motorcoach tour from Chicago to Branson, Mo. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, Iowa, via the *Southwest Chief*.

December 27-January 1, Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

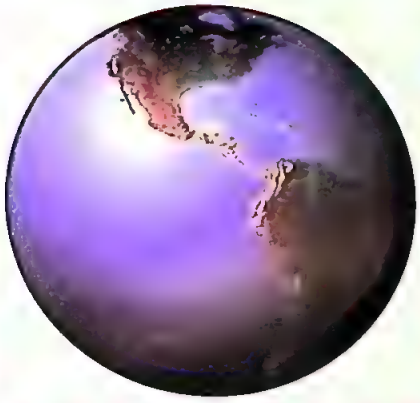
EAST ELY, NEVADA, November 9-10. Photographers Special on the Nevada Northern. Two steam locomotives, passenger and freight consist, numerous runbys. Tickets $285 includes box lunch and barbecue. Tickets/information from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

THE CHARLIE RUSSELL CHEW-CHOO dinner train will operate over a 28-mile route between Kingston and Denton,

Quality Videos

WE BRING YOU THE WORLD

Great Selection



Popular Steam Videos

Memories of N&W 611: runs in 1992-1994, from the Cincinnati area includes last runs and bonus! 60 Min. $29.95

Geared Doubleheader: Rare Climax and Heisler doublehead on Mt. Rainier RR in Washington State. 46 Min. $24.95

Santa Fe 3751-Los Angeles to Chicago: Historic transcontinental run along the entire SF main for the 4-8- 4.90 Min.$34.95

Coal Smoke In The Heartland: Steam Tractors in operation at Greenville, Ohio. Also some gas tractors. 60 Mn.$29.95

Steam in Huntington: NRHS convention with 1225, 765, and 1218. 90 Min. $29.95

SP 4449-The Daylight: Follow this famous 4-8-4 from Portland to L.A. Station. Also Cab Ride. 60 Min. $29.95

2765 on the C&O: 765/2765 Cincinnati to Russell. and on New River Trips. Pacing and Cab Ride. 60 Min. $29.95

4501-25th Anniversary: 2-8-2 on Freight and Passenger trips, plus on the Anniv tripleheader with 1218 & 611. Also cab ride in 4501. 60 Min. $29.95

Union Pacific Steam-Vol #1: 4-6-6-4 #3985 on two trips to Laramie, plus 8444 in L.A. and Portland-Cheyenne. Cab Ride in both engines. 90 Minutes $39.95

Union Pacific Steam-Vol #2: first runs for renumbered 844. Cheyenne-Omaha on Freights and Pacing. 60 Min. $29.95

Special: Both UP Steam Tapes $64.95

Great Steam Trains Series

Volume One: NKP 587, Conway Scenic 7470, In Cab Tour of N&W 1218, and N&W 4-8-4 611 Stalls. 60 Min. $29.95

Volume Two: CP 4-4-0 #29(Final Run) and CN 4-6-0 #1009, plus NKP765, and Santa Train in Kentucky. 60 Min. $29.95

Volume Three: x-CPR 4-6-2's double-heading in Virginia, Cumbres & Toltec doubleheaders in Rockies, N&W 611 to Williamson, and MILW 4-8-4 #261 on New River Train 1994. 60 Min $29.95

Set Special: Any two tapes for $49.95 or all three for $74.95

America By Rail Series

America By Rail-The Heartland: Wash.,D.C-San Francisco on Amtrak Via the "Capitol Limited" and "California Zephyr. Also see and ride 12 additional steam and diesel trains. 120 Min. $19.95

America By Rail-The West Coast Route: San Diego-Seattle on Amtrak, plus 5 side trips en route. 90 Min. $19.95

America By Rail-Winter Wonderland: Snowy trip on "The Cardinal" in January, through West Virginia's New River Gorge, and see historic steam trains that have run over the last 10 years on this route. New for 1996-7! 90 Min. $19.95

Popular Snow Plow Videos

Snow Plow With CN F7's: Pair of CN F7A's tackle snow with CN wedge Plow, and power a freight. 52 Min. $39.95

Plow Extras: CN and CP plow extras with F's and Alcos. Also very rare 8mm film of plow wrecking. 45 Min. $39.95

Steam Rotary: Cumbres & Toltec Steam Rotary OY plows Cumbres Pass with 2 engines in 1991. 90 Min. $39.95

Tripleheader Rotary: 1993 action with 3 engines powering OY for 4 days. Lots of great action. 120 Min. $39.95

Diesel Videos

C&NW Mainline West: 2-tape set in one box covering 500 miles from Chicago to Omaha/Fremont (1993) 150 Min. $59.95

Union Pacific's Caliente Sub: Milford,UT to Las Vegas,NV. mainline. Good action and Scenic. . 60 Min. $29.95

All aboard the Potomac Eagle: Scenic WV train ride with FPA4, CSX F7, and B&O GP9, and eagles. 60 Min. $19.95

New Haven RR in the 1950's: 16mm films in color with Alcos, Last Steamer, DL109's, etc. Great Film. 60 Min $49.95

New Haven Mainlines: 8mm films from former Employee, of mostly Shore Line Electric Segment. Tons of action which complements NH in 1950's video. Filmed by Tom Donahue. 65 Min. $39.95

Western Canada Series

CP's Kicking Horse Pass: Golden to Lake Louis, Spiral Tunnels, Kicking Horse Canyon, etc. 46 Min. $29.95

Cab Ride over Kicking Horse Pass: Field-Lake Louise, SD40F 77Min. $29.95

Canada's Canyon Route: CN & CP in Fraser & Thompson Canyon 60 Min$29.95

CN's Yellowhead Pass: CN Jasper area, plus VIA "Canadian" 45 Mn $29.95

Set Special: All 4 tapes for only $99.95

Other Great Videos in Stock

Steam in The West:	60 Min.$29.95
Rio Grande Steam Frghs:	120 Min.$34.95
152 Suspended In Time:	60 Min $29.95
Santa's Challenger:	70 Min. $24.95
N&W 1218 Roanoke Bound	70Mn $29.95
Garratts of Zimbabwe:	60 Min. $29.95
Early Diesels:	90 Min.$34.95
Arkansas Alcos:	45 Min. $24.95
CSX F-Units:	60 Min. $34.95
F-Units Winter In Canada:	57 Mn.$29.95
BN's Marias Pass:	30 Min. $19.95
Day On Soldier Summit:	30 Min $19.95
Santa Fe Pictorial:	60 Min. $29.95
Southern Pacific Pictor.	60 Min. $29.95

Special: Both Pictor. tapes for $49.95

All tapes available in VHS NTSC (for America) and PAL (for Overseas.) Prices the same for PAL **except America By Rail** tapes $24.95 each. Prices are for U.S. Dollars. **Shipping:** United States orders add $4.00 1-3 tapes, $5 for 4 or more. Canada: $4.00 for first tape, then $1.00 each additional. Europe $7.50 first tape, $5.00 ea. additional. All other countries $10.00 first tape, $7.00 ea additional. Ohio Res. add 6% sales tax. Full time business so order with confidence. Established 1984. Call, fax, or write at once. **Visa and Mastercard accepted (give expiration date). Prompt service!**

Greg Scholl Video Productions

P.O. Box 123, Dept. T 12
Batavia, Ohio 45103
Phone: 513-732-0660 Fax: 513-732-0666

JMJ PRODUCTIONS The Best Rail Videos Since 1979

NS DIESELS, THE SOUTHERN Volume 1 Volume 2

Beginning with '70's views of Alco RS2's and RS3's, EMD "F" Units and a Fairbanks Morse motor car, we step forward to the late 1980's.

Covered are the Alabama and Georgia Divisions of the Southern, with rails of the old Central of Georgia, Western & Atlantic and Georgia, Southern & Florida, and action around Chattanooga highlighted.

60 min. 99% color $37.95 Add $3.95 for S.& H.

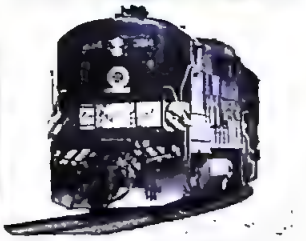
North of the Tennessee River, Southern Railway action is continued on the Kentucky Division, with special emphasis on the famous "Rat Hole".

Also spotlighted is the Eastern Division and the French Broad River area.

Fans of the Southern will not be disappointed with these great tapes.

60 min. 99% color $37.95 Add $3.95 for S.& H.

N&W+SOU= NS DIESELS



This super show illustrates the diesel power history of the Norfolk Southern. We begin with old films of 1st gen. units of the Southern and Norfolk & Western, plus Central of Georgia, Live Oak, Perry & Gulf, Georgia Northern, Georgia & Florida, Wabash, Nickel Plate and more.

Mid 80 s system-wide action follows, with a large segment devoted to Saluda Mountain.

60 min. 99% color $37.95 Add $3.95 for S.& H.

DELAWARE & HUDSON '89 Part I Part II

Beginning with D&H steam and Alco PA action, the NYS&W's operation of the Delaware & Hudson is shown with a background of beautiful autumn colors.

61 min. 99% color $37.95 Add $3.95 for S.& H.

Continuing, the NYS&W B40-8's are featured with an in-cab ride up Belden Hill. Included is non-stop action with a tremendous variety of power units and cars.

61 min. 100% color $37.95 Add $3.95 for S.& H.

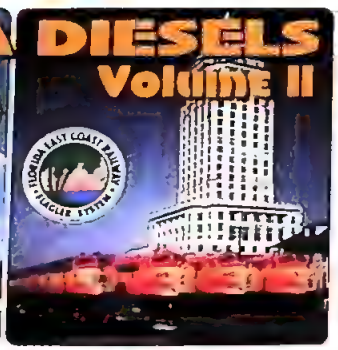
FLORIDA Volume I

A study of past and present railroading in Florida, this show spotlites the Seaboard System, Amtrak and Auto Train, and includes vintage scenes of Seaboard Air Line and Atlantic Coast Line trains, plus Named trains powered by Pennsy, Illinois Central and RF&P Diesels.

A must-see for Florida fans.

60 min. 100% color $37.95 Add $3.95 for S.& H.

DIESELS Volume II

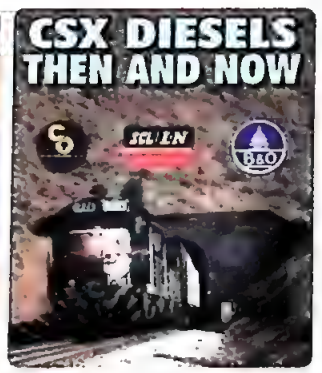


The continuation of Part I, the Florida East Coast Rwy. is featured with operations from one end of Florida to the other, plus some vintage film footage of red, yellow and silver diesels in freight and passenger duty. Also included are some Southern Railway and Short Lines in the State.

Don't miss this super show.

60 min. 100% color $37.95 Add $3.95 for S.& H.

CSX DIESELS THEN AND NOW



Starting with 22 min. of old films covering units of the Baltimore & Ohio, Chesapeake & Ohio, Seaboard Air Line, Atlantic Coast Line, Seaboard Coast Line, Atlanta & West Point, Louisville & Nashville, Georgia Railroad and more, this terrific show continues with late 1980's fast-moving scenes on former Seaboard, C&O, B&O, and L&N lines, systemwide.

60 min. 100% color $37.95 Add $3.95 for S.& H.

JMJ PRODUCTIONS

P.O. BOX 4449
HOLLYWOOD, FL 33083

ORDERS ONLY PHONE TOLL FREE
800-225-8203
SEND TWO 32¢ STAMPS FOR CATALOG OF 50+ VIDEOS

Montana, on the following dates: November 16, December 7, 14, 21 and 31 and February 14. Information: Main Connection Travel, P O Box 1123, Lewistown, MT 59457; 406/538-2527 or 800/735-7886

PHILADELPHIA, PENNSYLVANIA November 24. PCC streetcar charter covering all of SEPTA's Route 23, the longest streetcar line in North America. Departs Germantown carbarn at 10am, fare $25. Tickets/information: Wilmington Chapter NRHS, c/o Steve Barry, P O Box 226, Newton, NJ 07860, 201/300-9246

WINNSBORO (ROCKTON), SOUTH CAROLINA, November 30, December 1 and 7. Train rides with Santa Claus at the South Carolina Railroad Museum. Trains run from 9.30am to 3:30pm. Details from SCRM P O Box 7246, Columbia, SC 29202-7246, 800/968-5909, 704/393-0335 or 803/957-7122.

WILMINGTON (GREENBANK), DELAWARE, December 7. Night photo mixed train over the Wilmington & Western using ex-Mississippi Central 4-4-0 No 98. Photo opportunities at multiple locations, lighting by Steve Barry. Trip departs 6pm. Tickets $35 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808, information phone 302/892-2473; E-mail tgears@dca.net.

HAGERSTOWN, MARYLAND, December 7. Excursion over former Western Maryland "Dutch Line" to Hanover, Penn., using MARC equipment. Fare $40 adults, $35 seniors, $25 children ages 4-12 from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741. Information: 301/739-4665.

TRAVERSE CITY, MICHIGAN, December 20-January 5. 6th Annual "Festival of Trains" at the City Opera House, an historical review of the train industry in the Grand Traverse region. Hours are 10am-6pm daily except Dec. 25, admission $3.50 adults, $1.50 children. Information: 616/922-2070.

INTERNATIONAL TOURS

S&S TOURS, 865 El Camino Real, Sierra Vista, AZ 85635 (520/458-6365 or 800/499-5685) is sponsoring the following foreign rail tour:

Mexico's Copper Canyon by Rail, February 19-26. Steam and spectacular vistas.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

November 9-10 Pennsauken, N.J., the South Jersey Expo Center.
November 16-17 Monroeville, Pa., Pittsburgh Expo Mart.
November 23-24 Wilmington, Mass., Shriners Auditorium.
November 23-24 Novi, Mich., Expo Center ($6 adults).
November 30-December 1 West Springfield, Mass., Eastern States Expo Hall.
December 7-8 Timonium, Md., Fairgrounds.
December 14-15 Fort Washington, Pa., Expo Center.
December 14-15 Pomona, Calif., Fairplex.
December 28-29 West Palm Beach, Fla., South Florida Fairgrounds.

NORTH HAVEN, CONNECTICUT, November 8-9. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Route 5, Exit 12 off I-91, Fnday 7pm-?, Saturday 9am-3:30pm. Admission $3 adult, $5 family. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06497; 203/378-0373 evenings.

FORT WORTH, TEXAS, November 9-10. Holiday Train Show at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 214/625-4012.

WESTPORT, CONNECTICUT, November 10. The Southern Connecticut Model Train and Railroad Artifact Show & Sale at Staples High School Field House, 70 North Avenue, 9am-4pm. Admission $5 adults, under 12 free. Information: Ross Rosenberg, Box 714, Harrison, NY 10528; 914/967-7541.

STROUDSBURG, PENNSYLVANIA, November 16. Fall Pocono Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, Exit 48 off I-80, 9am-2pm. Admission $3.50 adults, children under 12 free. Information: John Lutz, Train Show Chairman, P.O. Box 293, Cresco, PA 18326-0293.

KENT, WASHINGTON, November 16. Boeing Employees Model Railroad Club Annual Swap Meet at Kent Commons, 525 4th Avenue, 10am-4pm. Admission $3, under 12 free with adult. Information: Ed Sherry, 22006 12th Avenue S., DesMoines, WA 98198; 206/878-5968.

WESTPORT, MASSACHUSETTS, November 17. Rail-a-Rama XXII sponsored by Mystic Valley Railway Society at White's Hospitality Center, Routes 24 and 195 exit 9 to Route 6, 10am-4pm. Admission $2 adults, $1 children 5-12, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 488, Hyde Park, MA 02136-0486; 617/351-4445.

PARSIPPANY, NEW JERSEY, November 17. Tri-State Railway Historical Society Train Show at the Parsippany P.A.L., 33 Baldwin Road (just off Route 46), 9am-3pm. Admission $4 adults, $3 children and seniors, $6 family. Information: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

REVELATION VIDEO WINTER SALE!

S-1 SAMPLER VIDEO
Excerpts from 18 videos in this column. 74 minutes. Savings coupon included!

1 **THROUGH THE GUIDE**- Pre-Amtrak. 115 min.

2 **AMTRAK 20**- 1971-91 summary. 95 min.

3 **RAILSCAPES**- Amtrak's best runs. 110 mins. filmed 1991.

4 **AUTOTRAIN**- Original 1971 and Amtrak 1992. 1 hour.

5 **SUNSET TRANSCON**- 1993 first run, Miami to LA. 102 min.

6 **BROADWAY LIMITED**- 93 year history. 100 min.

7 **BIRTH OF A VIEWLINER**- Building of a new sleeper. 1 hour.

8 **GREENBRIER LIMITED**- Luxury on rails! 1 hour.

9 **ROCKY MOUNTAINEER**- (New!) 1996 journey. 1 hour.

10 **MANITOBA MIXED**- (New!) Caboose to Lynn Lake. 1hour.

11 **VIA EAST/ MARITIME**- MDWs- for 1! Eastern Canada, 2 hours.

12 **BLACK DIAMOND TO GASPE'**- LV 353 Quebec trip. 104 min.

13 **TO THE NORTHERN LIGHTS** - FP-9 ride to snowy Churchill! 63 min.

14 **CANADA'S SHOWCASE**- Winter over CP, "Canadian History". 112 min.

15 **CANYON DAWN**- Cab & Caboose Rides, Fraser Canyon. 90 min.

16 **SILVER & BLUE**- New Spirit of VIA's "Canadian", 1994. 75 min.

17 **VANCOUVER ISLAND**- RDCs, CP, Steam Logging & More. 65 min.

18 **MEXICAN FIESTA 1995**- "Caritas" Ride US and northern Mexico. Grande!! 3-1/2 hours, 2-tape set, counts as 2 tapes!

S-2 SAMPLER VIDEO
Excerpts from 21 videos in this column, 77 minutes, savings coupon included!

1 **BEFORE THE HYPHEN**- Erie, DL&W, E-I. 90 min.

2 **FRIENDLY SERVICE ROUTE**- E-L Survey. 107 min.

3 **COME TO THE FAIR!**- 1938 Erie promo; E-L eastern views. 70 min.

4 **WEST END**- E-L in OH, IN, IL. 70 min.

5 **E-L ENCORE!** - Misc. E-L, systemwide. 77 min.

6 **E-L LEGACY**- 1996 tour of ex-E-L with 1950-1976 comparisons. 3-1/2 hours, Counts as two tapes.

7 **LATE GREAT NICKEL PLATE**- Blazing Berks! 1950's. 50 min.

8 **B&O IN TRANSITION**-Steam & Diesel, 1950s Ohio. 65 min.

9 **FROM A TO SHAY** - N&W, BC&G lumber roads in 1950s. 50 min.

10 **DOMINION STEAM** - CP, CN SP Ontario 1950s 60 min.

11 **DOMINION STEAM** - East - Nova Scotia, 1953, more. 57 min.

12 **JUST AS WIDE**- Steam shortline roundup, nationwide, 65 min.

13 **JERSEY!!** - PRR, CNJ and later. Speed & Variety! 65 min.

14 **PENN CENTRAL**- the Busy Big Black Bankrupt, 1968-76. 76 min.

15 **FROM THE ASHES**- CR's colorful first year. 60 min.

16 **GM&O ROCK ISLAND**- 1960s "Wallin's Wonders". 50 min.

17 **LINCOLNLAND RAILS**- Springfield, 1950s thru 1991. 80 min.

18 **HORSESHOE CURVE KALEIDOSCOPE**- PRR to CR 1967-88, 90 min.

19 **TROLLEY TREASURES**-Sampling North America, 1940s - 70s. 77 min.

20 **RAIL TREK** - 5 hours on 3 tapes; East, Midwest, West. 1960s-70s visits to the rail universe. Entire Set $59, or just buy one.

21 **RUBBER CITY RAILS** - 5 hours on 3 tapes;
1 Akron 1950s, B&O, AC&Y, etc.
2 1989-1990 CSX, A&BB, Ravena.
3 1950s - Survey 1990-1993.

Contemporary, Other:

1. **STEEL CITY EXPRESS**- #2765 Cab & Trackside, 1993. 60 min.

2 **TOWERS: CSX LIVING RELICS**- ex-B&O levers in 1994. 69 min.

3 **W&LE - NEW GENERATION** - Colorful & Unique! 70 min.

4 **OHIO CENTRAL** - Buckeye Route Steam & Diesel. 1 hour.

5 **ALGOMA CENTRAL** - 1986 Autumn Adventures, 1 hour.

6 **WEST OF CANADIAN ROCKIES** - caboose ride, variety. 1 hour.

7 **BIG BLUE IN THE ALLEGHENIES** - PTT Steam & all CXR trains at the curve on one day! 80 min.

8 **MIDWAY, USA** - 1988 Grand Island Crossing, Crawford, More. 98 min.

9 **SHOOTING RAIL VIDEO** - Hints; BLOOPERS SEGMENT! 1 hour.

TO ORDER Send check or M.O. to:

REVELATION VIDEO

PO BOX 129
TALLMADGE, OHIO 44278

No Credit Cards, Please!

$29 for ONE TITLE

$42 for TWO

59 for ANY THREE TAPES!!!

S-1 and S-2 Sampler Tapes Are $9.95 EACH! Coupon Enclosed Saves you $5 to $10 on future purchase of 1 or 2 Tapes!

Ohio Residents Please Add Tax!

20 Years (1976-1996) of Publishing

The Route Of Phoebe Snow $24.95
by Shelden S. King
Pennsy K-4's Remembered .....$ 6.95
by Frederick Kramer
Electric Trains To Reading Terminal $17.95
by Wes Coates
The Handsomest Trains In The World ...$15.95
by Greenberg & Kramer
The Morristown & Erie Railway .....$ 8.95
by Bob Pennisi
26 Miles To Jersey City .....$ 8.95
by Pete Komelski
Lehigh Valley Railroad Passenger Cars ..$13.95
by Mickey & Warfel
Railroad Stations Of New England Today
Vol. 1 The Boston & Maine .....$ 7.95
by Mark Beauregard.
The Northeast Railroad Scene series
(a brief look before Conrail)
by Bob Pennisi
Vol. 2 The Lehigh & Hudson River ....$ 4.00
Vol. 5 The Jersey Central .....$ 6.00
Vol. 6 The Penn Central $10.00
Change At Ozone Park $18.95
by Herbert George
The Hard Coal Carriers - Vol. 1
"First Generation Geeps" by Gerard Bernet..$19.95
The Hard Coal Carriers- Vol. 2
"Camelback Twilight" by Gerard Bernet ...$19.95

New Book: (New Series)

A Colorful Look At "Conrail's SD-40 and SD40-2's"
by Gerard Bernet $19.95
A 48 page all color look at these classic locomotives in both roster and action photos. There are 66 views shown. Complete roster and mechanical specifications are done in chart form, giving the diesel fan a comprehensive look at the units. Rebuilding and leasing information is also included.

Hard Cover Books:

We are now handling total distribution of Tri-State Railway Historical Society books:
The Lackawanna Railroad in Northwest New Jersey
by Lowenthal & Greenberg $39.95

Photographs.....$2.50 each
Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. The catalog also lists books of other publishers, videos and misc. railroadiana.
Catalog....$1.00 (free with order)
(new catalog each March)
ORDERING INFORMATION:
Orders under $25.00 add $2.00 postage & handling
New Jersey residents add 6 % sales tax
Foriegn orders add 10% for shipping (minimum $4.00) (allow up to 4 weeks for delivery)

Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

HAMBURG, NEW YORK, November 23-24. Western New York Railway Historical Society Train and Toy Show and Sale at the Erie Fairgrounds Agricenter, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502; phone Joe Kocsis at 716/693-8512.

DODGE CITY, KANSAS, November 23-24. Boot Hill Model RailRoaders Annual Train Show and Swap Meet at the Ford County 4-H Building, Ford County Fairgrounds, Saturday 10:30am-6:30pm, Sunday 10am-4pm. Admission $3, under 10 free with adult. Information: Dale Sutton, 804 13th Street, Dodge City, KS 67801; 316/225-4348.

PEORIA, ILLINOIS, November 24. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

CHESHIRE, CONNECTICUT, November 24. Cheshire High School Marching Ram Band Train Show at Cheshire High School, Route 10, 10am-4pm. Admission $4, children under 10 free. Information: Tom Kotulski, 54 Old Lane Road, Wallingford, CT 06492; 203/265-7527.

CEDAR RAPIDS, IOWA, November 30. Troop 85 B.S.A. Fund Raiser First Annual Train Show and Swap Meet, Machinist Union Hall, 222 Prospect Place S.W., 9am-3pm. Admission $3, children 12 and under free with adult. Information: Mikel Beaty, 1700 A Avenue N.E., Cedar Rapids, IA 52402-5416; 319/363-6090.

STAFFORD, VIRGINIA, November 30-December 1. "Trains at Christmas" sponsored by Rappahannock Chapter NRHS at Stafford High School, 10am-6pm. Admission $3, ages 6-11 $1, under 6 free. Information: Jeff Jones, 3468 Vassar Drive, King George, VA 22485; 540/775-2348.

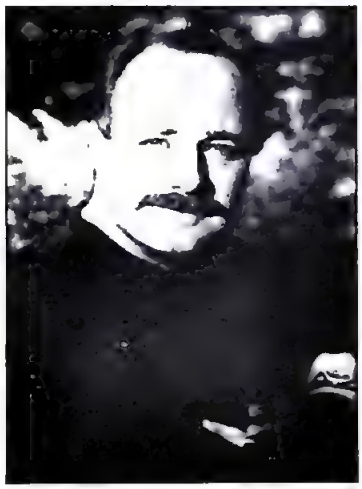
OKLAHOMA CITY, OKLAHOMA, December 7-8. 18th Annual OKC Train Show sponsored by Central Oklahoma Chapter NRHS at the Transportation Building on the Oklahoma State Fairgrounds, Saturday 9am-5pm, Sunday 11am-5pm. Admission $4. Information: Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114.

HARTFORD, CONNECTICUT, December 8. Greater Hartford's Greatest Train Meet sponsored by Temple Sinai Trainsters at Conrad High School, Exit 41 off I-84, 10am-4pm. Admission $4 adults, children free. Information: Lee Blum, 65-B Louis Street, Newington, CT 06111; 860/667-1674.

WILLARD, OHIO, December 8. Train Show and Flea Market sponsored by the Willard-Chicago Junction Model Railroad Assn. at Willard Junior High School, 955 South Main Street, 10am-5pm. Admission $2 adults, children under 12 free, $4 family. Information: Fred Bullman, 3330 Liberty Road, Willard, OH 44890, 419/935-8953.

COLUMBUS, OHIO, December 14. Buckeye Railroadiana and Model Train Show at the Lausche Building of Ohio State Fairgrounds, 9am-4pm. Admission $4, children under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

I WE'D LIKE YOU TO MEET ...



Les MacDonald

The grand prize winner of this year's Cover One Contest is also one of its most prolific entrants. In addition to the 1996 contest, Les earned the grand prize in 1992 and in 1994. Les first entered the contest in 1992

LOCOMOTIVE QUARTERLY

Vol XX No. 1

FEATURING

- Sandy River Steam
- Northern Pacific's 4-6-2 Types
- A California Western Sojourn
- Photos by Budd Wilder

100-plus Large Photos
and supporting text
in a book-quality,
ad-free Steam Journal

$12.00 per issue
($12.85 Canada; $13.00 overseas)
$44.00 per 4-issue subscription
($47.00 Canada; $48.00 overseas)

Metaphor, Dept. 1096R
P.O. Box 383
Mount Vernon, NY 10552-0383
-or at your dealer

Send Self-Addressed Stamped envelope for back issue list

GLOVER STEAM LOCOMOTIVES: THE SOUTH'S LAST STEAM BUILDER by Richard L. Hillman tells the rich history of this century-old firm that made small industrial steam engines. Chapters cover the company's history, manufacturing facility at Marietta, Georgia and the various sizes of steamers. A photo gallery and loco roster are some of the highlights of this 128-page hardbound book with 230 photos and color cover. Hardbound, $38.95, $4.00 postage.

THE AMERICAN STREAMLINER, PREWAR YEARS by Don Heimburger and Carl Byron focuses on deluxe passenger train travel in America from 1933-1942. History of many famous trains such as the *Super Chief* and *20th Century Limited* is presented. Hardbound, 10" x 10", 260 illustrations, largely color, $44.95, $4.00 postage/handling. Due this fall.

ILLINOIS CENTRAL: MAIN LINE OF MID-AMERICA by Don Heimburger relives the history of this major north-south 6,700-mile railroad in all-color photography. Highlights include IC's steam and diesel, freight and passenger trains, old and new electric commuter cars and much more. Hardbound, 10" x 11" $42.95, $4.00 postage.

COMING...Monon Route

Heimburger House Publishing Company
7236 W. Madison Street
Forest Park, IL 60130
(708) 366-1973 phone/fax

RAILROAD VIDEO PRODUCTIONS

281 WILLOW DELL LANE - LEOLA, PA 17540

1-800-258-4546

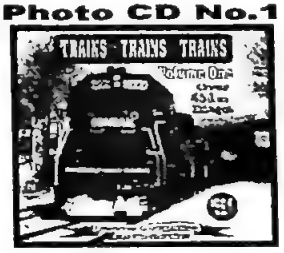
SPECIALIZING IN VIDEOS SHOT FROM THE ENGINE CAB

FULL COLOR AND SOUND

South Amboy, NJ to New York City	Tape No. 7
Bay Head Jct. to Matawan, NJ	11
Philadelphia,PA to New York City	14
New Haven, CT to Springfield, MA	10B
New York City to New Haven, CT	15
Washington, D.C. to Philadelphia, PA	13
Harrisburg to Philadelphia, PA	5
Philadelphia to Harrisburg, PA	4A
Harrisburg to Huntingdon, PA	4B
Huntingdon to Johnstown, PA	4C
Johnstown to Pittsburgh, PA	4D
New Haven, CT to Providence, RI	9A
Providence, RI to Boston, MA	9B
Denver to Grand Junction, CO..(4 Parts)	17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts)	18A,B,C,D
White Fish to Havre, MT..(2 Parts)	19A,B
Chicago, IL to Valparaiso, IN	20A
Fort Wayne to Valparaiso, IN	20B
Toledo, OH to Detroit, MI	21A
Detroit to Jackson, MI	21B
Jackson to Kalamazoo, MI	21C
Chicago, IL to Michigan City, IN	21-4
Michigan City to Kalamazoo, MI	21-5
Albany to Croton-Harmon, NY	22A
Croton-Harmon to Grand Central Terminal, NY	22B
Albany, NY to Pittsfield, MA	23A
Pittsfield to Springfield, MA	23B
Springfield to Worcester, MA	23C
Worcester to Boston, MA	23D
North Station to Fitchburg, MA	37
Rockport, MA to North Station	38
Attleboro, MA to South Sta. & Lowell to North Station	39
Ipswich, MA to North Sta. & Stoughton to South Station	40
North Sta. to Haverhill, MA & Framingham to South Station	41
Franklin , MA to South Station plus Highlights	36
Enola, PA to Shocks Mills Bridge	24A
Shocks Mills Bridge to Holtwood, PA	24B
Holtwood to Port Deposit, PA	24C
Port Deposit, PA to Amtrak "OAK" interlocking	24D
Pittsburg to Sutersville, PA	20-3
Sutersville to Indian Creek, PA	20-4
Indian Creek to Rockwood, PA	20-5
Rockwood to Hyndman, PA	20-6
Hyndman to Stuart Tunnel	20-7
Stuart Tunnel to Martinsburg, WV	20-8
Martinsburg to Dickerson, MD	20-9
Dickerson to Washington, DC	20-10
Chicago to Miller, In	25A
Miller to Michigan City, IN	25B
Michigan City to South Bend, IN	25C
Raritan to Newark, NJ	12
Atlanta to Temple, GA	30-1
Temple to Iron City, GA	30-2
Iron City, GA to Pell City, AL	30-3
Pell City to Fairfield, AL	30-4
Fairfield to Hull	30-5
Hull to Meridian, MS	30-6
Chicago Union Station to Aurora, IL	72
Richmond to Alexandria, VA..(4 Parts)	48-1,2,3,4
Atlantic City to Atco, NJ	53A
Atco, NJ to 30th Street Station, Philadelphia	53B
Lindenwold, NJ to Philadelphia, PA	77
Hoboken to Montclair, NJ	67
Hoboken to Gladstone, NJ	58
Hoboken to Dover, NJ	59
Hoboken, NJ to Suffern, NY..(Bergen County Line)	60
Hoboken, NJ to Suffern, NY..(Erie Main Line)	61
Hoboken, NJ to Spring Valley, NY	62
Suffren to Campbell Hall, NY	63A
Campbell Hall to Port Jervis, NY	63B
Hoboken to Netcong, NJ	66
Wayne Junction (Phila.) to West Trenton, NJ	74
30th Street Station, Philadelphia to Norristown, PA	75
Elwyn to Wayne Junction, PA	73
69th Street, Philadelphia to Norristown, PA	46
Media, Sharon Hill Line to 69th Stree	50
Gronin, CT to Gardner, MA..(4 Parts)	81-1,2,3,4
Providence, RI to Worcester, MA	82
Jamaica to Speonk, NY	85
Babylon to Patchoue and Return	86
Port Jefferson to Huntington & Jamaica to Long Island City	89
Long Beach to Los Angeles, CA	91
Greenport to Ronkonkoma, NY	102
Ronkonkoma to Jamaica, NY	103
Jamaica to Speonk (Via Main Line)	104
Speonk to Montauk, NY	105
Anchorage to Fairbanks, Alaska..(7 Parts)	95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ .(Boonton Line)	94
Jamaica to Oyster Bay, NY	111
West Side Yard..(Penn Sta) to Cold Spring Harbor, NY	112
Cold Spring Harbor to Port Jefferson, NY	113

ALL VIDEOS PREVIOUSLY LISTED IN OUR AD ARE STILL AVAILABLE

Photo CD No.1



WINDOWS 95® AUTORUN

OVER 375 QUALITY RAILROAD AND TROLLEY PHOTOGRAPHS. USE THEM ANY WAY YOU LIKE.

$21.95 EACH

CALL OR WRITE FOR OUR FREE CATALOG LISTING OVER 200 RAILROAD & TRACTION VIDEOS.

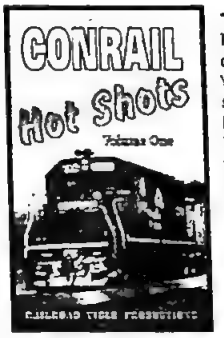
ALL TAPES PRICED

$21.95 EACH

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

NEW RELEASES

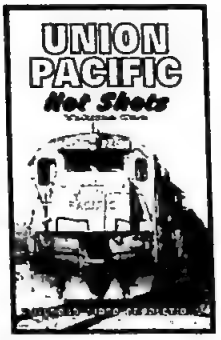


Tape No.117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FTs and E units in the Pocanos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains on F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No.118

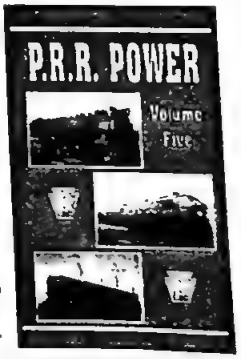
This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska central. The entire program was shot by Tim Hosey in 1996.

Tape No.116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards bay Bridge to Hyannis, MA.

Tape No.316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No.115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Hollidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

O. WINSTON LINK'S
"Trains That Passed In The Night"

The British television documentary featuring O. Winston Link and his great night photography of the N&W Railway, the last steam railroad in America. 58 minutes, Full color and sound.

"...a superb documentary that accurately and entertainingly preserves a genuine piece of Americana: O. Winston Link...It captures in sound and imagery Link's steam era and brings it alive today" *Railfan & Railroad Magazine - 1991*

$39.95 plus $5.00 shipping & handling

Available on VHS Videocassette from:

O. Winston Link Railway Productions
P.O. Box 8461, Roanoke, VA 24014

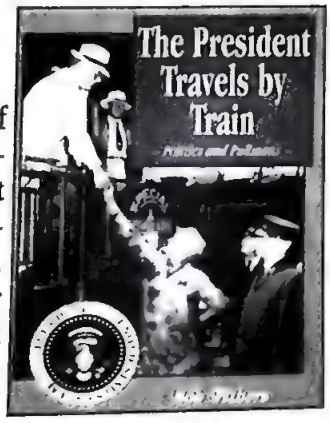
Looking for older diesels of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys. Lots of short lines and industrials.
Send $2 for lists & 2 Sample Slides to:
Charly's Slides 4255 Elk Park Rd. Lake City, PA 16423

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard, 224 pgs, 355 illus. (45 color), 8½ × 11", $50.00, 4.00 dewy, 2.50 MD Tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

AS SEEN ON CNN AND NBC TELEVISION!

The President Travels by Train

by Bob Withers
432 Pages, Hardbound with Over 200 Illustrations



This book documents the fascinating story of the presidents of the United States as they traveled by train. The rich volume traces in great detail the trains of the chief executives and contains material for both history buffs and railfans.

A handsome edition printed on enamel paper and the definitive work on the subject. The text is supplemented by many illustrations from important archival sources.

Bargain Priced at Only $39.95 + $4.00 S/H

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF
ROUTE 4, BOX 154 • LYNCHBURG, VIRGINIA 24503-9711
Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra.
Send for complete list of other fine books.
Maximum Shipping and Handling For Single Order is $7.00

at his wife's urging, and he's been at least a runner-up each year, sort of batting 1.000 with three home runs in five times at bat. So far, he's the only photographer to have won First Place more than once, while many have been Runners-Up more than once.

Anyone who knows Les can attest that he's one of the most friendly and humble railfans anywhere. Les is 36 years old and lives with his wife Ellen and children Nat, Todd and Kira, ages 12, ten and eight, in Conway, New Hampshire. In his day job he's a building inspector, both commercial and residential, and he's also a freelance photographer who sells mostly scenic views to stock photo houses and calendar publishers. He's a steam fan at heart, and he tries to keep railroad photography as a hobby.

Since Les lives only a few minutes from the colorful Conway Scenic Railroad, most of his submissions to R&R over the years are of that railroad, but he's travelled as far as the Strasburg Rail Road, Steamtown in Scranton and the New River Train.

Les used a diehard pair of Pentax MX bodies which finally wore out last year. He first replaced them with a Nikon N6006 autofocus body, and then as an experiment he rented a Canon EOS-1 and an EOS-A2 with several lenses to try before settling on a system. He got hooked on Canon and finally bought an EOS-1N and an EOS-A2 plus a 70-200mm f2.8 and a 28-70mm f2.8. He says he'll expand the lens collection as time and money permit. Les admits that though the new cameras have sophisticated metering systems, he finds that he still prefers to set his exposures manually. Les is no stranger to night shots; he has an 800 watt-second Lumedyne system and a Novatron studio set-up for portrait work.

Les made the switch from Kodachrome to Fujichrome in the early 1980s. He recalls that it "wasn't an easy decision" and that he laboriously shot both films side by side for months. But it was finally his stock photo agency that told him to stick to the Fuji because "that's what sells." Today, Les shoots almost entirely Velvia, plus some Provia and very little black and white, for his scenics and railroad work.

David Gregory Lange
The Second Place winner in this year's Cover Contest is a newcomer to the contest who has previously contributed occasional

Rail video tapes at great prices!

from McMillan Publications

Now Handling Railfan Timetables from *Altamont Press*

Serving You Since 1977

Gift Certificates Any Denomination Now Available

A&R • AMERICAN ALTAVISTA • ANDOVER JUNCTION • BERKSHIRE • BIG E • CHARLES SMILEY • CHICORY • CLEAR BLOCK • CRV • DIGITAL IMAGE WORKS • EAST END • ESSEX • GTVP • GANDY DANCER • GOODHEART • GREEN FROG • GREG SCHOLL • HERRON • HIGHBALL • HOPEWELL • ICON VIDEO • JMJ • LAMMERS • MARK 1 • MIND'S I • MO-KAN VIDEO • OVERLOOK STATION • PENTREX • PLETS EXPRESS • RAIL INNOVATIONS • RAILWAY PRODUCTIONS • REVELATION AUDIO-VISUALS • SANTA FE • SUNDAY RIVER • TRAINS MAGAZINE • THREE D'S RAIL VIDEOS • WB VIDEO • ZULEKA

BIG E PRODUCTIONS
- Austell, GA - NS Hot Spot ... $33.95
- Cartersville, GA - CSX Hot Spot ... $29.95
- CR and NS at Silver Creek ... $33.95
- Santa Fe Around Temple, Texas ... $23 95
- Santa Fe-NS Joint Track East of Kansas City $31.95
- SP Around Klamath Falls ... $25.95
- SP on Steins Pass ... $27.95
- Stacks on the Middle Division (CR) ... $29.95
- The Trains of Tehachapi ... $29.95
- Union Pacific on Cima Hill ... $27.95
- UP-SP Paired Track in Palisade Canyon ... $25.95
- Wisconsin Central - 1995 ... $27.95

CHARLES SMILEY PRESENTS
- Santa Fe Desert Tour ... $23.95
- Cajon Pass Tour ... $23.95
- Tehachapi, The Tour ... $23.95
- Southern Pacific Sunset Salute ... $23.95
- Union Pacific's Mojave Gateway ... $23.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)
- BN - Sand Hills & Butte Subs ... $28.95
- BN - The Thayer Sub ... $28.95
- Canyons, Tunnels & Passes of the West ... $28.95
- CN - Fall on the Dundas & Strathroy Subs ... $28.95
- CSX - Corbin's C. C. Subdivision ... $28.95
- CSX - KD Subdivision ... $28.95
- CSX - S&NA North Subdivision ... $28.95
- NS - Main Line Through the Heart of Dixie $28.95

GOODHEART PRODUCTIONS
- No. 261 - Winter Spectacular ... $23.95

GREEN FROG PRODUCTIONS
- Best of Passenger Trains - The West ... $25.75
- Cass & Mower Logging Trains ... $23.95
- Chicago Odyssey-Vol 1 (2 tapes) ... $59.95
- Chicago Odyssey-Vol 2 (2 tapes) ... $59.95
- Conrail - Middle Division ... $31.50
- Conrail - The West Slope ... $31.50
- CSX-Vol 1 Atlanta to Chattanooga ... $31.00
- CSX-Vol 2 Chattanooga to Nashville ... $31.00
- CSX-Vol 3 Nashville to Louisville ... $31.00
- CSX-Vol 4 Louisville to Cincinnati ... $31.00
- CSX-Vol 5 Evansville to Chicago ... $31.00
- Erie-Lackawanna (2 tape set) ... $56.95
- Florida East Coast ... $35.50
- Illinois Central (2 tapes) ... $59.95
- New York Central Odyssey-Vol 1 (2 tapes) $54.95
- New York Central Odyssey-Vol 2 (2 tapes) $54.95
- Nickel Plate and AC&Y ... $23.95
- Norfolk Southern-Atlanta to Chattanooga ... $31.00
- Pennsylvania Railroad ... $31.95
- Rails Chicago '95 - The Hot Spots ... $23.95
- Rails New Orleans ... $31.50
- Rio Grande Odyssey (2 tapes) ... $56.95
- Rock Island Railroad ... $31.95
- Santa Fe Odyssey - Vol 1 (2 tapes) ... $49.95
- Santa Fe Odyssey - Vol 2 (2 tapes) ... $49.95
- Santa Fe Odyssey - Vol 3 (2 tapes) ... $40.50
- Steam in the 50's - Vols 1 and 3, each ... $27.95
- Steam in the 50's - Vol 2 ... $19.95
- The South Shore of the 1970s ... $31.50
- Union Pacific-Super Railroad - Vol 1 ... $31.00
- Union Pacific Odyssey - Vol 1 (2 tapes) ... $49.95
- Union Pacific Odyssey - Vol 2 (2 tapes) ... $49.95

GREG SCHOLL VIDEO PRODUCTIONS
- America By Rail - Vol 1 - The Heartland ... $19.95
- America By Rail - Vol 2 - The West Coast $19.95
- Cab Ride Over Kicking Horse Pass ... $23.95
- Canada's Canyon Route ... $23.95
- CP's Kicking Horse Pass ... $23.95
- Chicago & North Western Mainline West ... $45.95

HIGHBALL PRODUCTIONS
- Bridge Line-CP Rail's D&H ... $27.95
- Crawford Hill ... $27.50
- Highball Across the Mojave (BNSF) ... $23.50
- Highball Over Tehachapi ... $27.50
- Highball Through the Rathole ... $27.95
- In Search of Alcos ... $27.50
- New England Central ... $23.95
- Santa Fe Across Arizona ... $27.95
- Sherman Hill ... $27.50
- Southern Pacific in Southeast Arizona ... $27.95
- The Fight for Soldier Summit ... $27.50
- The West End - CSX's Mountain Div ... $23.95
- Thunder in the Wasatch ... $27.50

New Videos

BIG E PRODUCTIONS
- Kansas City Southern 1996 ... $25.95
- The Show Along US 30 (two tapes) (UP) ... $45.95
- The Road to New Orleans (UP & SP) ... $25.95
- UP Between Longview & Marshall (Texas) $25.95

CHARLES SMILEY PRESENTS
- Southern Pacific - The Missing Years ... $19.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)

Scenic Northwest Mainline Series:
- CP Shuswap Sub (Revelstoke to Kamloops) $29.95
- CN-CP Thompson & Fraser Canyons ... $29.95
- UP-BNSF Columbia River Gorge ... $29.95
- BNSF Minot, ND to Belton, MT ... $29.95
- ***Special:* all four Northwest tapes ... *$112.00***

GREG SCHOLL VIDEO PRODUCTIONS
- America By Rail-Vol 3 - East Coast-Winter Wonderland ... $19.95

Steam Around the World Series
- American Steam in the Rockies ... $23.50
- China: Steam Train Paradise ... $23.50
- Cuba: Stronghold of American Steam ... $19.50
- German Narrow Gauge ... $23.50
- German Standard Gauge ... $19.50
- ***Special:* all five Steam tapes ... *$96.50***

GREEN FROG PRODUCTIONS
- Penn Central (two tapes) ... $39.50
- RGS/D&RGW ... $14.95
- Union Pacific-Super Railroad - Vol 2 ... $31.00

HIGHBALL PRODUCTIONS
- Highball Down the Yazoo (Illinois Central) ... $23.50
- Union Pacific's Salt Lake Route ... $27.50
- Wisconsin Central ... $28.50

ICON VIDEO PRODUCTIONS
- Southern Pacific's Coast Line ... $17.95

PENTREX
- Christmas Trains ... $14.95
- Conrail Hot Spots West ... $28.50
- Daylight 4449's Oregon Journey ... $16.95
- Eureka & Palisade ... $14.95
- SP's Central California Mainline ... $16.95
- SP's Geeps and Cadillacs ... $16.95

PLETS EXPRESS
- Northland Baldwins and the E&LS ... $31.95

RAIL INNOVATIONS
- Algoma Central Tour Trains ... $15.95

REVELATION AUDIO VISUAL
- Erie Lackawanna Legacy (2 tapes) ... $36.95
- Manitoba Mixed ... $23.95
- Rocky Mountaineer ... $23.95

TRAINS MAGAZINE
- On Location - Amtrak's NE Corridor ... $22.95
- On Location - Conrail's Chicago Gateway ... $22.95
- On Location - Tehachapi Pass (due 12-96) ... $22.95

Railfan Timetables

ALTAMONT PRESS
- California Region #7 (CA) ... $13.00
- Intermountain Region #2 (WY, MT & S. ID) $11.00
- **Pacific NW Region #4 (WA, OR & N. ID)** ... $12.00
- Rocky Mountain Region #3 (CO, UT & NV) $12.00

ICON VIDEO PRODUCTIONS
- Donner Pass ... $12.95
- Farewell to the Santa Fe (California) ... $12.95
- Feather River Canyon ... $12.95

JMJ PRODUCTIONS
- Vintage Rails - Vol 1 . (D&H) ... $31.95
- Vintage Rails - Vol 2 . (UP & NKP) ... $31.95
- Vintage Rails - Vol 3 . (PRR, Milw Rd, etc.) $31.95
- Vintage Rails - Vol 4 . (FEC) ... $31.95
- Vintage Rails - Vol 5 . (ACL and SAL) ... $31.95
- Vintage Rails - Vol 6 . (N&W) ... $31.95

PENTREX
- Across Donner Summit ... $28.75
- Across Marias Pass ... $28.75
- **Across the Heartland** (Santa Fe: Chicago to Fort Madison, Iowa) ... $21.50
- **Countdown to Merger** (Santa Fe: Fort Madison to Kansas City) ... $21.50
- ***Special:* Heartland & Countdown set *$38.00***
- Alaska Railroad ... $31.95

PENTREX (continued)
- Amtrak Across America ... $14.95
- Along the Pocahontas District (NS) ... $21.50
- Arkansas & Missouri ... $28.95
- Blue Mountains - Vols 1, 2 and 3, each ... $23.95
- British Columbia Railway ... $31.95
- Burlington Northern's Crawford Hill ... $23.50
- Cab Ride - Amtrak's Surf Line ... $15.75
- Cab Ride - Beaumont Hill ... $15.75
- Cab Ride - Cajon Pass ... $15.75
- Cajon Pass & Tehachapi Loop ... $31.95
- California Northern ... $28.50
- Conrail Hot Spots East ... $28.50
- Copper Canyon (Mexico) ... $28.95
- CSX - Southern West Virginia Coal ... $28.95
- Denver & Rio Grande Western ... $31.95
- Durango & Silverton Narrow Gauge ... $14.95
- Early Baldwin Diesels - Southern Pacific ... $14.95
- Eastern Kentucky Coal ... $28.95
- Eastern Quebec Ore Lines - Vols 1 & 2, ea . $23.95
- Fraser Canyon Route (CP and CN) ... $14.75
- Great American Train Rides-Vols 1 to 4, ea . $11.75
- Great Northern - Vols 1, 2 and 3, each ... $23.50
- Green Bay Route (GB&W) ... $28.95
- Horse Shoe Curve ... $28.95
- Into the Allegheny Range - Vols 1 and 3, ea. $28.50
- Into the Allegheny Range - Vol 2 ... $15.95
- Kansas City Southern ... $28.95
- Last of the Giants - Vol 1 ... $14.95
- Last of the Giants - Vols 2 and 3, each ... $28.95
- MARC Railroading - Summer 1994 ... $14.95
- Missouri-Kansas-Texas ... $28.95
- Montana Rail Link ... $28.95
- Monon - The Hoosier Line ... $31.95
- Pacific Electric-Remembering the Red Cars $28.50
- Powder River Basin Coal Trains ... $28.95
- Railfanning Southern Calif in the 1950s ... $27.95
- Raton Pass ... $28.50
- Sand Patch Grade ... $28.95
- Santa Fe's Arizona Mainline ... $28.50
- Santa Fe's Mojave Mainline ... $28.50
- Santa Fe's New Mex Mainline-Vols 1 & 2, ea $28.50
- Santa Fe's Pasadena Subdivision ... $27.95
- Santa Fe Salute ... $23.95
- Santa Fe: The Diesel Locomotive ... $14.95
- SD40-2s in the Canadian Rockies ... $14.75
- Tehachapi ... $23.75
- The Joint Line (Denver to Pueblo) ... $23.50
- The Milwaukee Road - Vol 1, 2 and 3, each $14.95
- ***Special:* Three-volume boxed set ... *$38.00***
- The Rathole ... (Norfolk Southern) ... $28.50
- The Stormy (SP's Lordsburg Dist) ... $28.50
- Through The Rathole - Cab Ride ... $14.50
- Today's Chicago Railroads ... $31.95
- Union Pacific's Feather River ... $28.95
- UP's Turbines of the Wasatch ... $23.95
- Wisconsin Central ... $28.95

PLETS EXPRESS
- C&NW in Northwest Wisconsin ... $38.95
- Dakota, Minnesota and Eastern ... $31.95
- Duluth, Winnipeg & Pacific ... $31.95
- Salute to the Soo Line ... $38.50
- The Trains of Winter ... $31.95

RAIL INNOVATIONS
- A Superior Winter (CP Rail) ... $23.95
- Algoma Central Railway ... $23.95
- CP Rail North of Superior ... $23.95
- CP Rail's Big Alcos ... $23.95
- The Tail End (ride a CN caboose) ... $23.95

RAILWAY PRODUCTIONS

Santa Fe Main Line Series:
- Chicago to Kansas City ... $23.95
- Kansas City to Gallup ... $23.95
- Gallup to Los Angeles ... $23.95
- ***Special:* all three Main Line tapes ... *$69.95***

REVELATION AUDIO VISUAL
- Birth of a Viewliner ... $23.95
- Towers: CSX's Living Relics ... $23.95

TRAINS MAGAZINE
- On Location - Appalchian Conquest ... $22.95
- On Location - BN's Chicago Racetrack ... $22.95
- On Location - Cajon Pass ... $22.95
- On Location - Cascade Crossing ... $22.95
- On Location - Horsashoe Curve ... $22.95

Fast Service

500 Titles in Stock
Write for free list

Colorado residents add 7.50% tax

Postage & Handling

United States: $4.00 *per order* (no charge for orders over $100.00)
Canadian and international: $4.00 for first item; $2.00 for each additional

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
Mon-Sat 8 a.m. to 8 p.m.; Sun 1 p.m. to 6 p.m., Mountain Time

- **MasterCard**
- **Visa**
- **Discover**
- **American Express**

Order now from:

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

24-Hour Fax: 1-303-456-2049
Information: 1-303-456-4564
Internet: MacPubInc@AOL.com

NEW!!!
MARIAS PASS: BN MILEPOSTS & BNSF GUIDE
$19.95
Stk# 175-109

"BEST PRICES"

Fast Service • Satisfaction Guaranteed! • Compare & Save!
BOOKS • VIDEOS • WEARABLES • COLLECTABLES
"WE WILL NOT BE UNDERSOLD!"

SAVE EVEN MORE
DON'T MISS OUR
DOUBLE DIAMOND ◆◆
SUPER SAVER SPECIALS!

BOOKS

20th Century Limited, 128-103 ....19.25
Appalach Coal Mines & RRDs (TLC), 128-114 ....12.95
Argent Lumber-Last of Sunapratt (PFM), 128-015 29.25
Atlantic Coast Line-Diesel Years, 118-104 ....37.75
AT&SF Color Guide Frt/Pass. Equip, 106-152 ....35.95
B&O Color Gde Frt/Pass Eq 106-164 ....35.95
B&O Passenger Service, V1 (NB), 128-122 ....17.95
B&O Sand Patch - Clash of Titans, 132-100 ....39.75
B&O V1 & V2, (EA), 118 ....33.50
Beaumont Hill, SP, 107-103 ....35.95
Beauty of Railroad Bridges, 107-122 ....33.95
Before Guilford, 110-101 ....29.50
Blue Ridge Trolley - H&F Interurban, 107-120 ....30.50
BR: Coal Country Trackside Guide, 175-106 ....21.75
BR: BR'D Giant of the PNW, 175-103 ....19.75
BNSF 1994 Annual (NB), 175-107 ....34.95
Brown Book, 179-101 ....19.25
British Columbia Railway, 204-101 ....56.95
Burlington Northern into the 90's, 121-013 ....34.95
Burlington Route, V1 (FWW), 121-018 ....34.95
By the EL, 140-118 ....29.50
Cabooses of the B&O RR'D (Hubler), 215-101 ....37.95
Cabooses of the Norfolk & Western, 208-102 ....35.95
CB&Q Color Guide/Frt & Pass. Equip, 106-148 ....35.95
C&O Alleghany Subdivision, 168-105 ....15.95
C&O Diesel Locomotives, 168-102 ....23.75
C&O Dining Car Recipe Book, 168-104 ....15.95
C&O In the Coal Fields, 168-112 ....17.75
C&O Steamliners, 2nd to None, 168-101 ....23.75
California Railroads, 107-102 ....34.25
Cascade Division - BN/Mil. Road, 191-101 ....27.95
Central Arizona's Railroads (CW), 107-118 ....38.95
Chasing Trains - B. Richardson, 146-129 ....48.50
Chessie Era (TLC), 128-116 ....12.50
Chicago, Burlington & Quincy V1 (MC), 106-136 35.95
Clinchfield Country, 118-104 ....29.95
Cntrl. Vermont Ruy-Yankee Trad., V7, 202-104 ....29.75
Coal on the Move-VGN Ruy, 208-101 ....◆◆8.95
Colo. & So.-Northern Div. (FWW), 121-020 ....34.95
Conrail Commodities, 172-101 ....36.75
Contemporary Diesel Spotters Guide, 131-01060 ....15.50
CR Motive Pwr Rer's, 1985-91, 119-102 ....37.95
Diesel Locos-The First 50 Years, 131-01054 ....20.75
Diesels of the Chicago & NW, 119-110 ....43.00
Dixie Line, 139-106 ....21.25
East Broad Top, Slim Gage Survivor, 118-112 ....35.25
Frisco in Color, 106-154 ....35.95
GE's DASH 8-40C,CW/CM (Withers), 119-106 ....18.50
Ghost Trains & Depots of Georgia, 207-101 ....52.95
GN Color Guide-Frt/Pass Equip, 106-147 ....36.95
GN Freight Equip, BX1&2, 121 ....35.95
GN Color Pictorial V1-V4 (EA), 121 ....35.95
Guide to N. American Stm. Locos, 131-01051 ....18.25
Heartland, 115-104 ....37.95
Illinois Central-In Color, 106-155 ....35.95
Illinois Cntrl Streamliners 1936-46, 129-128 ....15.75
Small-Chicago Interurbans-In Color, 106-167 ....35.95
Interstate Railroad (OLE), 110-118 ....31.75
MR In Color V1&2, 106-157 (Both 34.95EA) 35.95
Missouri Pacific Diesel Power, 166-101 ....44.50
Mudhens, 130-111 ....23.95
N&W and Virginian In Color (TLC), 128-117 ....25.95
N. New England Rails Color Guide, 106-144 ....35.95
N. Amer. Loco Prod. 1968-89, 112-102 ....21.95
N. Amer. Neo-Nar. Frt. Cars, 112-103 ....14.95
New Haven Power, 142-108 ....62.95
Northwest Rail Pict. II, 129-004 ....38.75
NP Color Pictorial, V1 (FWW), 121-011 ....34.95
NS Motive Power Rev. '92-4, 119-008 .. HC 28.75 SC 21.95
Norfolk Southern Review - 1995, 163-107 ....27.25
Norfolk Southern Diesel Locomotives, 128-123 .15.95
N.Pacific Color Guide to Frt/Pass Eq, 106-150 ....35.95
N.P. Diesel Era, 1945-1970, 107-124 ....42.00
NW Pacific RR's & It's Successors, 191-107 ....26.95
NYC Diesel Locomotives, 128-118 ....22.95
NYC Great Steel Fleet, 128-125 ....16.75
NYC in the Hudson Valley, 131-01061 ....14.75
NYC Steam in Color, 106-139 ....35.95
NY Ontario & Western Diesel Age, 111-112 ....21.75
Pennsy Diesel Locos, V1, 119-112 ....11.25
Pennsy Diesel Locos, V2, 119-113 ....13.50
Pennsy Diesel Years, V2, 3, 4 (EA), 106-000 ....33.75
Pennsy Diesel Years, V5, 6 (EA) 106-000 ....35.95
Pennsy Electric Years, 106-116 ....33.75
Pennsy Steam Years, Vol 1, 106-114 ....33.75
Piggyback & Containers, 107-104 ....35.00
President Travels by Train, 128-124 ....30.95
PRR Color Gde. Frt/Pass Eq, V1&2 (EA), 106-000 ....35.95
PRR: Hudson to Horseshoe, 108-142 ....35.95
Pull. Std. Lib-Selected Hv'ywt. Cars, 144-131 ....36.75
Pullman St'd Library, V7-16 (EA), 144-000 ....29.25
Railroad Atlas, V1-V5, 169-000 ....EA 17.95
Railroads of the Ohio Valley, 172-102 ....17.95

NEW TITLES

NEW BOOKS

1997 Trains Calendar , 12.95 list ....◆◆ 9.95
SP 1995 Motive Power Annual, 121-021 ....34.95
31st Annual Steam Pass. Directory, 131-01078 ....11.25
American Narrow Gauge, 107-126 ....33.95
American Shortline Railway Guide, 131-01073 ....17.95
BNSF 1995 Annual, 121-024 (NC) 34.95
C-Liners-FM Line of Consol Locos, 118-116 ....18.25
Cirtel Look at Conrail's SD40's & SD40-2's, 157-129 ....15.95
DPA-LTA 1995-6 Loco Roster, 178-102 ....13.75
EMD SD60, 119-115 ....24.75
Ft Worth & Denver Color Pict, 121-026 ....33.95
Great Northern Freight Equip, 6X2, 121-025 ....35.95
Gulf, Mobile & Ohio Color Pict., 121-027 ....33.95
Heart of the PA RRd, 131-01071 ....14.95
In Search of Steam Donkeys, 223-101 ....34.95
L&N "Old Reliable", 128-126 ....24.75
Manhattan Gateway, 131-01057 ....32.95
Metrolink Commuter Train System, 107-125 ....13.95
Most. Marin Pass: BN Milepost/BNSF Gde,175-109 ....19.75
Nickle Plate In Color-V2, 106-169 ....36.75
Nickle Plate RD Official Photo, V1, 128-127 ....28.50
Passing Trains-McDonnell, 115-108 ....◆◆34.95
Railroad Radio, 232-101 ....16.50
Reading Steam In Color, 106-172 ....◆◆35.95
Rio Grande Color Guide, 106-173 ....35.95
Rock Island Color Guide, 106-170 ....36.75
Southern Motive Power, 119-114 ....47.95
SP's 4300 4-8-2's (Revised), 185-102 ....44.75
SP In the Bay Area, 131-01070...Pre-Pub Sp'cl ◆◆15.00
SP Ruy's Speecer Shops,128-128 ....17.95
Sthrn Ruy's Syst. Pict-Wash-Atlanta, 121-023 ....34.95
Super Chief-Train of the Stars, 107-127 ....31.95
Superpower, 228-101 ....38.50
Tacoma By Trolly, 128-022 ....29.50
Trails Among the Columbine 1995-6, 146-132 ....28.75
Triumph I, 132-105 ....Pre-Pub ◆◆51.25
UP -The Salt Lake Route, 115-117 ....44.00

NEW VIDEOS

Across the Heartland, 100-HRTLAND 19.75
Along the Pocahontas District, 100-POKEY 22.25
California Zephyr, 126-VHS03 ....◆◆ 8.75
Christmas Trains, 100-THAS 10.50
Conrail Hot Spots West, 100-HSWEST 28.25
Conrail Middle Division-Alt.-NH'SBG, 129-53125 ....29.75
Countdown to Merger, 100-MERGER 18.75
Daylight 4449's Oregon Journey, 100-4449 ORE 16.75
Denver Pass, Granite Series, V2, 214-105 ....12.75
Erie Lackawanna Legacy (2 tapes), 211-100 ....36.50
Eureka & Palisades, 100-EPDS 16.50
Farewell to the Santa Fe, 214-103 ....12.50
Feather River Cy's, Granite Series, V1, 214-104 ....12.75
From the Ashes-NE Railroading, 211-115 ....23.50
Manitoba Mixed, 211-110 ....23.50
New England Central, 134-110 ....23.75
No. 261 Winter Spectacular, 167-125 ....23.75
Northland Baldwins and the E&LS, 134-117 ....31.50
NS-Atlanta to Chattanooga, 129-53124 ....28.75
On Location, Cascade Crossing, 131-15029V 22.50
On Location, CR's Chicago Gateway, 131-15030V 22.50
Operation Fast Freight, 100-FAST 9.50
Pacific Elec.-Remembering Red Cars, 100-PE1 ....28.50
Penn Central-2 Tape Set, 129-53128 ....34.95
Railfanning-SF-Modeling for Photo, 129-53215 ....22.95
Rails Chicago '95, 129-53112 ....23.50
Rails New Orleans, 129-53123 ....31.00
Rocky Mountaineer, 211-119 ....23.50
Salute to the 600 Line, 134-115 ....37.95
SF-The Diesel Locomotive, 100-SFDIESEL ....◆◆12.95
SP's Central Calif. Mainline, 100-SPCCM 16.75
SP's Early Baldwin Diesels, 100-SPBALD 14.75
SP's Goops and Cadillacs, 100-SP DEEP 18.75
Wisconsin Central, 184-114 ....27.95

Railroads of Vermont, Pictorial, 202-102 ....45.95
Railroads of Vermont, V2, 202-101 ....37.95
Red Electrics (PFM), 128-020 ....31.50
RF&P-Capital Cities Route, 128-119 ....22.50
RGS Story, V2-V5 (EA), 146-000 ....51.75
Rock Island Color Pic. V1,2 (FWW), 121 (EA)....34.95
Rock Island In Color, V1-2 (MS) (EA), 106-000....35.95
Rte of the Eagles-MP Streamline Era, 166-102 ....35.75
Santa Fe 1940-71, V1-V4 (EA), 106-000 ....35.95
Santa Fe Annual, 1993-1994, 163-106 ....31.95
Santa Fe in the Mountains, 131-01060 ....14.75
Santa Fe Rails, V1, 106-103 ....29.95
Seaboard Coast Line , 128-121 ....14.25
SF 1900 Motive Power Pictorial (SC), 121-003 ..18.95
Signatures in Steel, 115-101 ....39.75
SF-Gateway to the American West, 107-121 ....44.25
Southern Pacific in Oregon (PFM), 128-017 ....38.95
SP's Coast Line , 195-101 ....50.95
SP in West-Hard Rd. to the Prom., P1, 191-102 ..24.95
SP Diesellization, 129-010 ....32.50
Steam Loco Dir. Nu Amer V1&2 (Set), 118-101 ..36.50
Swayne Lumber N.B. in Merrimac, 128-016 ....31.95
Switchback to the Timber (Mt. Hood), 171-1 ....19.95
Tehachapi (Schmeiltoger), 115-103 ....35.95
The "L" - Chicago Rapid Trns. Sys., 147-B-131 ..44.00
Through the Heart of the South, 115-106 ....25.50
Two Feet to the Lakes, 129-014 ....38.50
U-Boats - McDonnell, 115-105 ....37.25
Union Pacific Steam in Color, 106-153 ....35.95
UP Business Cars, 231-10-7578 ....35.95
UP Cheyenne West-Part 1, 191-108 ....26.95
U.S. Military Railway Serv., 115-102 ....24.75
Virginian Rails 1953-1993, 110-111 ....35.75
Westside - N.G. in the Sierra, 129-013 ....44.95
West Virginia Logging, 128-104 ....15.25
Wrecks, Accidents & Collisions, 112-101 ....29.95

VIDEOS

611 on Saluda, 152-113 ....29.95
611: The Final Excursion, 225-VV20 ....19.95
Amtrak Across America, 100-AMTRAK25 ....14.75
Best Pass. Tr. of the 50's/60's West, 129-53110 ....28.50
Birth of a Viewliner, 211-105 ....23.50
Blue Mountain Steam, 225-VV23 ....19.95
Broadway Limited, 211-101 ....23.50
Building a MRR'd (10 Videos), 129-70000 ....84.95
Cab Ride Clinchfield-South/North (EA), 152-000 ..25.75
Cab Ride Thru Rockies, V1-3 (EA), 123-000 ....22.95
C&NW In N.W. Wisconsin, 134-111 ....38.50
Cass & Mower Logging Railroads, 129-53120 ....22.25
Classic Steam of the 20's & 40's, 129-53114 ....23.75
Clinchfield - Elkhorn to Erwin, 152-C1 ....24.95
Clinchfield - Erwin to Spartenburg, 152-C2 ....24.95
Conrail Hotspots East, 100-HOTSPOT 23.50
Conrail-The West Slope, 129-53119 ....31.00
CSX V1-V5, 129-0 ....EA 28.75
Denver & Rio Grande Western, 100-201 ....36.95
Double Stacks Over Tehachapi, 100-DSOT .◆◆18.95
Durango & Silverton NG RR'd, 154-104 ....29.75
Erie Lackawanna - 2 Tapes, 129-53063 ....56.95
Florida East Coast, 129-53121 ....32.75
Geared Triple Header, 225-VV22 ....21.95
Highball Across the Mojave, 184-112 ....23.25
Highball Over Tehachapi, 184-109 ....27.25
Historic Hot Spots-Pasadena Sub., 100-HHPAS ..28.00
Into the Allegheny Range, V3 (2 tps), 100-AR3 ..28.50
Joliet Line, 100-JLINE 23.00
Marc Railroading-Summer '94, 100-MARC 14.75
Milwaukee Road, V1- 3 (EA), 100-MILW1 ....14.95
Milwaukee Road ....Set 37.75
M.O.W.-Yesterday & Today (GF), 129-53090 ....15.50
NYC Odyssey, V1-2 (EA) (2 tape set), 129-000 ....54.95
On Location, Appalachian Conquest, 131-15028VZ2.50
On Location, BN's Chicago Acrack, 131-15027V ..22.50
On Location, Cajon Pass, 131-15025V 22.50
On Location, Horseshoe Curve, 131-15026V 22.50
Pacific NW Kaleidoscope, 129-53102 ....28.75
Railfanning S. Cal. in the 50's, 100-SOCALRS 27.95
The Rathole, Norfolk Southern, 100-RATHOLE ...28.50
Through the Rathole Cab Ride, 100-RHCAB 14.50
The Rathole / above 2 videos, 100-RHSPEC ...39.75
Rebirth of a Loco.-NS #482, 154-105 ....19.95
Saluda 611 Docs, 152-102 ....14.95
Saluda Mountain, 152-101 ....24.95
S.F. Odyssey, V1-2 (2 tape set), 129 ....EA 48.95
Santa Fe Odyssey, V3 (2 tape set), 129-53037 ....39.50
Santa Fe Pictorial (CS), 123-SFPICT 23.00
Santa Fe's Arizona Mainline, 100-149 ....28.50
Santa Fe's Mojave Mainline, 100-150 ....28.50
"Shermans" (Nightsail), 184-106 ....27.25
Silver & Blue-VIA, 211-104 ....23.50
South Shore of the 70's, 129-53118 ....31.00
Steam in the 50's, V3, 129-53092 ....26.95
Steam Shortlines of the South, 129-53109 ....23.50
Steamtown Grad Opos, 100-STEG ....◆◆13.95
Stormy-SP's Lordsburg Dist., 100-STORMY 28.00
Tehachapi-Era of Change, 214-102 ....14.50
Thunder in the Wasatch, 184-107 ....27.25
Today's Steam Across America, 100-TSAA 23.00
To the Northern Lights, 211-103 ....23.50
Trains of Winter, 134-114 ....31.25
Train Wrecks, Crashes & Disasters, 129-HV040.23.25
U-Boat Survivors, 100-UBOATS 28.25
Union Pacific-Super Railroad, 129-53115 ....31.50
UP's Feather River Route, 100-165 ....28.50
UP Odyssey, V1 & V2 (EA) 2 tape set, 129-0 ....48.95
Way West, V1, V2 (EA), 129-53063 ....31.50
Westside-Logging in Tehama County, 100-198 ..28.75
White Pass & Yukon Route, 154-107 ....23.95

ALLEN KELLER VIDEOS

Vol 1-24 (each), 099-0 ....30.95
All Sale Items Are Limited to Supply on Hand!

GULF, MOBILE & OHIO COLOR PICTORIAL

$33.95
Ends Oct 31, 1996
121-027

EARLY BIRD "TRAIN" CHRISTMAS CARD SPECIAL

12 CARDS/BOX LIST $8.95 Specify Steam or Diesel
One Box: $6.75 – Two: $6.50 per
Three or more: $6.25 per box!
These prices will go up!! Order Now!

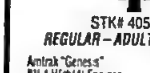
PASSING TRAINS-McDONNELL

LIST $50.00
PRE-PUB SPECIAL $34.95
END OCT. 31, 1996 STK# 115-108

FORT WORTH & DENVER COLOR PICTORIAL

GREAT LAKES WEST INCLUDES CHICAGO & ST. LOUIS
LIST $50.00
OURS ONLY $33.95
END OCT. 31, 1996 STK# 121-026

NEW! NEW!
SPECIAL-JUST RELEASED!



BN-1 Eng, Center with SP&S, SB&O, GN&NP Full Color on white Tee Shirts Starting at $8.95
BN 1970-1995

T-SHIRTS ★★

STK# 405 Silk Screened / Fruit of the Loom - BEST!
REGULAR – ADULT: S-XL/$9.95, XXL/$10.95, XXXL/$12.95 *KIDS:* $8.95

Amtrak "Genesis"
BN-1 With(4) Engines
BNSF Chico
• Bubbles The Stm Eng
Burlington No Mus
Burlington route #227
C&NW System
C&O Kitty (Sleeping)
Chessie SD40
Conrail C40-8W #6107
• Danny Diesel
• Darla Diesel
C&NW Merg - Two Diesels
FEC F U-1
Great Northern F7
IC Diesel #6137
LV Diesel #578 @ Signal Br
MR "Dome" #104
NP Herald
W/Stm Eng Cent'r
NS #8389
W/Ghost Background
NS Dash 9
W/Horse over Tr'n
• "Passenger Train"
Reading Diesel #902
@Signal
Rock Island #1274
• Samantha Steam Eng
• Sebastian Ste Eng
SF #2804 - Yellow/Blue
SF Dash 9, #617
Soo #500
SP Dash 9, #8106
"Steam" W/Ghost Engineer
• "Train"
• "Trantown"
Union Pacific E Unit
UP "Big Boy"
Wabash Des't #671-
Signal Br
Wisconsin Central LTD
#6656
• Wile Warbonnet
• *Kid's only*

ALLOW 3-4 WEEKS DELIVERY ON TEES

Send $1.50 with SASE for wearables catalog showing designs available. Refundable with first order!

SWEAT SHIRTS

ADULT S-XL/$14.95, XXL/$15.95
XXXL/$20.95.
KIDS $13.95
Allow 4-6 weeks on sweats & jackets

◆JACKETS

"Super Cotton" Baseball Style
Fruit of the Loom / Ash w/black sleeves
ADULT M-XL/$49.95, XXL/$52.95

Sweats & Jackets are available in most "T" shirt designs above

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great buy!
Most Road Names 12"x18", Multi-Pockets ...$32.95

COLLECTABLES ★★

Engineer Hats - Adult/Child: ....5.00 / 4.50 w/Tee Shirts
Railroad Hats Adjustable - Most Roads 5.00
Belt Buckles (Brass, Pewter & Silver Finish) ....5.98 / 8.95
Cloisonne Pins (Deluxe) Small & Large ....2.00 / 3.00
Cloth Patches, Most RRd Names 1.30-4.98
Key chains & Rings 2.50-5.00
Wooden Train Whistles ....8" LG 3.50 / 3.00 w/purchase
Coffee Mugs - Logos/Train Picture, Most Roads 4.75
Engineer Teddy Bear (Kids Love 'em) 8.00
Copper Cuts & Rubber Stamps - Most Road Names 4.50
Tie Clips - Amtrak, SP 4449, GN, SF & UP 4.98
Porcelain Metal Signs - RRd's, Oil Co. & Vehicles 13.50-17.98
License Plate Frames - Comic & Railfan 3.00
TV Guide Covers - WP, SF, Zephyr 3.98
Train Check Book Covers & Credit Card Wallets 3.50/4.50
Railroad Bandanas - Red or Blue 1.50
Suspenders - Lionel & other RR'Ds 10.95

Many Other Assorted Items!
$15.00 Minimum Order Please
Include $5.75 Shipping/Handling for Wearables & Collectables.

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R
BREA, CA 92821

VISA MasterCard DISCOVER

SEND $3.00 & SASE
FOR LATEST BOOK & VIDEO CATALOG
REFUNDABLE – FREE WITH ORDER

Info & Other Matters 714/529-0436
VISA, M/C and DISCOVER
24 Hour Fax 714/529-6665
PRODIGY WBYG55A
Firm Orders Only! 1-800-352-2923
Order Toll Free

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR
BOOKS & VIDEOS ONLY –$4.00 first item
Add $1.00 each additional item
SORRY NO C.O.D.S

FOREIGN CUSTOMERS:
Our Special Sales Pricing is extended 30 days just for you!
You must mention this in your order.
FOREIGN: $6.00 per book/tape,
plus $3.00 per additional.

California residents add 7.75% sales tax
Rush deliveries available.
Prices are subject to change without notice
$15.00 Minimum Order

news photos. David Lange was born in 1967 and raised in Santa Barbara, California, as a third generation rail photographer following in the footsteps of his father and grandfather.

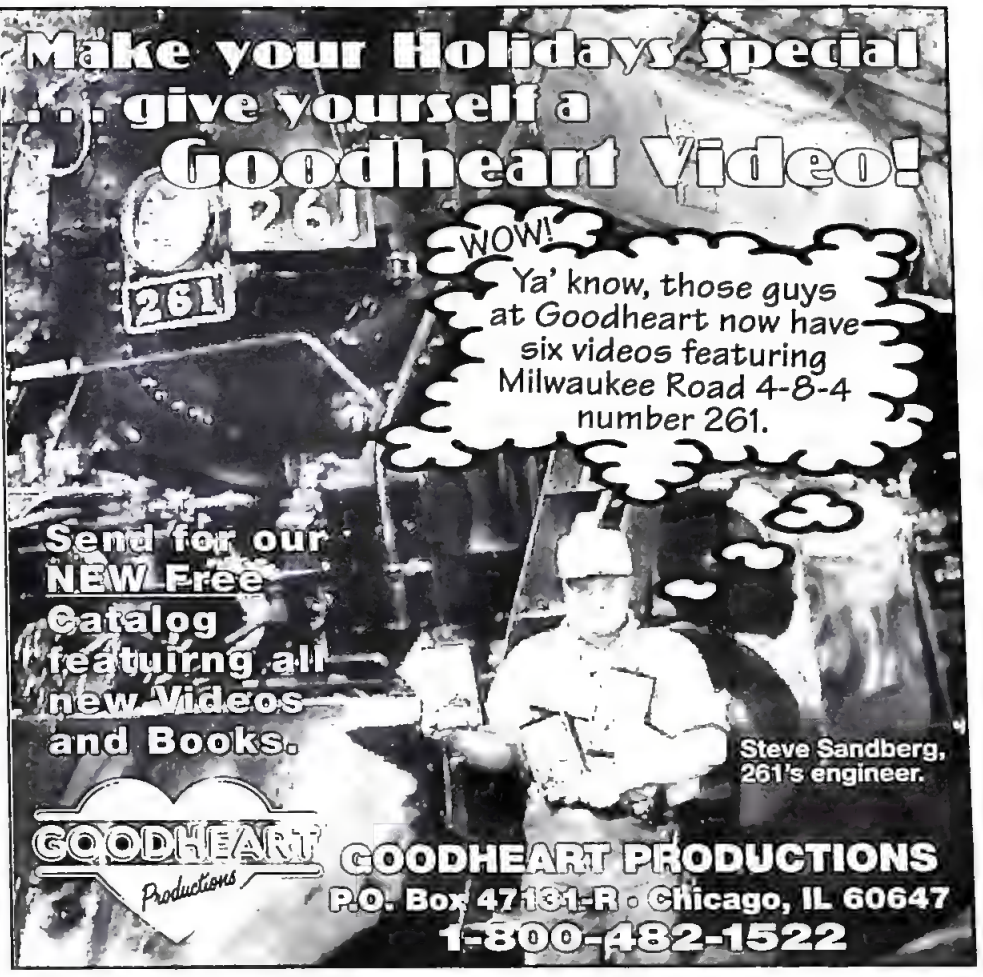
Lots of family camping trips to the Tehachapis and Cajon Pass, plus family day-trips out on the SP the Coast Line helped to establish an interest in railroading. David recalls that he started taking pictures "around the age of eight or nine" and that most of his basic training came from looking at his father's and grandfather's photography. David's father was born in Waterbury, Connecticut, where David's grandfather worked in the steel industry and knew many of the New Haven railroaders. Some family photos show him operating steam locomotives in Waterbury.

David moved with the entire family from California to Eugene in 1979 where he went to junior high and high school. In 1986 he moved back to Santa Barbara for a change of pace. There he met rail photographer Bonnie Adams, who introduced him to a lot of her friends who worked for the railroad, which he said was a great learning experience. In 1993 he moved back to Eugene to be near the family. David is currently a morning chef at the Hungry Duck restaurant and sports bar near the University of Oregon "Ducks" football stadium in Eugene. He usually finishes work at 2:00 p.m., which leaves most afternoons free for photography. He also works part time as a counterman at Eugene Toy & Hobby.

David shoots with a Pentax "Spotmatic" manual camera that he's had for ten years, and it's equipped a 35mm, 50mm and 70-205mm zoom lens. He prefers Kodachrome 64 but has been going more and more to Fuji's Sensia, as Kodachrome is getting harder to find in his area. He likes Kodachrome, adding that his grandfather's Kodachromes from the 1950s still look bright and sharp. David prefers main line railroading, and although he lived around the SP most of his life, he prefers the Santa Fe. He likes steam and tries to photograph it whenever possible.

Richard L. Schmeling

The author of the feature article on the Grand Island crossing grew up in Superior, Nebraska, which was served by the CB&Q, the Missouri Pacific, the C&NW and the Santa Fe. A cement plant west of town used steam power to haul rocks from a quarry located in Kansas to the plant in Nebraska until 1960. Schmeling credits trips to the


Make your Holidays special
... give yourself a
Goodheart Video!
261
WOW!
Ya' know, those guys at Goodheart now have six videos featuring Milwaukee Road 4-8-4 number 261.
Send for our NEW Free Catalog featuirng all new Videos and Books.
Steve Sandberg, 261's engineer.
GOODHEART Productions
GOODHEART PRODUCTIONS
P.O. Box 47131-R · Chicago, IL 60647
1-800-482-1522

The North Western

A HISTORY OF THE CHICAGO & NORTH WESTERN RAILWAY SYSTEM

H. Roger Grant

Leading railroad historian H. Roger Grant tells the complete story of the Chicago & North Western Railway from 1848, when the Galena & Chicago Union Railroad ran the first train west from Chicago, to the Union Pacific takeover in 1995. With a lively narrative and 173 illustrations, including historical photographs and maps, he reveals the inner workings of a great railroad that has long intrigued enthusiasts.

296 pages 8 1/2" x 11" 173 b/w illus.
$49.95 cloth

Northern Illinois University Press
DeKalb, Illinois 60115 phone 815-753-1075 fax 815-753-1845

Colorado Railroad Museum
The Railroad Book Source

CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We stock over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30051
1-800-548-8476
ONLY $24.95 each ppd.

1218 a New Beginning
Inaugural trips N&W 1218 out of Roanoke
The A and The J
Hi-Lites of 1987 NRHS Convention Roanoke
CALS AT CASS
1988 CALS weekend Cass Scenic Railroad
Articulated Superpower
N8W 1218 & UP 3985 together on one tape
Assault On Asheville
Hi-Lites of 1989 NRHS Convention Asheville
290 The Legend Continues
Historic look at A&WP Heavy Pacific #290
Return To Asheville
611 on her first trips to Asheville via Old Fort
290 and the Golden Isles Special
A&WP 290 on NS Coastal Div. to Brunswick
Colors Through The Canyons
SP 4449 at Steam Fest 90 on Wash. Central
pickin em up an layin em down
290 with freight to Jacksonville via CSX
High Iron to Huntington
Hi-Lites 1991 NRHS Convention Huntington
New River Steam '94
Milwaukee 261 on 1994 New River Train
The Dixie Flyers
Coverage of 1994 NRHS Convention Atlanta
Forty-Five "O" One
Historic and Contemporary look at SR 4501
Tales of a West Point Pacific
290 Montgomery & Fried Green Tomatoes
Where the Shay Rules Cheat Mtn.
Hi-Lites of 1992 Cass Railfan Weekend
Return To Saluda
Ride on 611 up Saluda Mountain
The '94 Nancy Hanks Special
Expanded coverage of '94 Nancy Hanks Spec
All Good Things
611 on FINAL NS Excursion plus lots more
Diesel Diaries Vol. 4
F Units of SR / L&NW / CSX / Wyo 8 Colo
Steamin
750/819/8444/3985/611/1218 & more
Steamin in '90
290 / 819 / 844 / 1522 / 4449 / 51 and more
Steamin in '91
2102 / 4501 / 610 / 765 / 1225 and more
Steamin in '92
Shay 6 / 1702 / 611 / 290 / 676 / 290 more
Steamin in '93
33 / 1702 / 2765 / 425 / 89 / 90 / 1278 more
Only $24.95 each ppd.
TO ORDER CALL TOLL FREE
1-800-548-8476
OR SEND CHECK OR MONEY ORDER
FOR $24.95 EACH TO
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30051
VISA * M/CARD * DISCOVER

Union Pacific main line in Grand Island as a teenager at the end of the steam era with his decision to adopt the Union Pacific as his railroad of major interest. His first railroad photos were taken with a Kodak Duoflex II in 1954.

Schmeling received a bachelors degree in History from the University of Nebraska in 1962, and in 1965 he graduated from the University of Nebraska College of Law. An Army Reserve commission sent him to Ft. Eustis, Virginia, home of the Army Transportation Corps. "I would sit at my desk doing paperwork and hear the whistles of steam locomotives on the training railroad nearby. Lunch was cut short, and I would drive out to catch the steam activity," recalls Schmeling. "Doubleheaded steam for Armed Forces Day was not uncommon, and for one NRHS trip there were three 2-8-0s on a passenger train briefly."

A year in Vietnam yielded few pictures of railway operations, but a leave to Japan saw opportunities to ride the Bullet Train and photograph Japanese steam, which was somewhat plentiful. Out of Vietnam and out of the Army in 1967, Schmeling returned to Lincoln, Nebraska, and started his practice of law. He does trial work, including some criminal cases, but he wasn't contacted to work on O.J. Simpson's "Dream Team."

Daughter Renee was born in 1968 and is now an attorney in the Public Defender's Office in Pendleton, Oregon. Twins Paul and Susanne came along in 1970. Susanne is a television producer for KOIN TV in Portland, Ore., and Paul is a police officer for the University of Nebraska Police Department in Lincoln.

Much of Richard's early photography was in black and white, but since Kodak quit making film for 116 and 616 cameras, most of Schmeling's photography since 1970 has been on 35mm color slides. He prefers Kodachrome 64 film. A Fujica camera with a 90-230mm telephoto lens and a 28mm wide angle lens have served him well. "No winder, motor drive or autofocus," Schmeling insists. "I don't want to lose a shot because of a failed battery. I'd rather set things myself."

Schmeling's photos have appeared in *Trains, Extra 2200 South, Diesel Era, Pacific RailNews* and dozens of books. The UPHS *Streamliner* featured his three-part article on the Union Pacific in Grand Island several years ago, and he is working on an eventual book on the Union Pacific's Beatrice Branch, which runs through Lincoln.

"Some of my roster shots aren't as tight as other photographers," Schmeling notes. "I like to get some background in each shot so that the location of the photo is evident. Backing off a bit allows you to get other engines and freight equipment in the photo showing the engine in context rather than in isolation." Schmeling admits that action photography in the rolling plains of Nebraska is a challenge. "You just have to substitute those tall grain elevators and silos for the mountains, and the growing crops are the substitute for the rivers and lakes other states have."

When not taking railroad photos, Richard Schmeling can be found on stage. "I've been a drunken Russian policeman, a 90-year-old Jewish artist, a troll, a kidnapper, a minister and a banker, but I never get the parts where you get to kiss the beautiful leading lady!"

Richard is on the board of directors for ProRail Nebraska, Inc., a significant rail passenger advocacy organization, and he has written "tons of letters" recently because of the current Amtrak service and budget cuts.

This is Richard's first feature byline in R&R, though he has contributed occasional news photos.

Railfanning is:

Refusing to use Fuji processing because those ridiculous green plastic "tackle boxes" won't fit into your filing system based on yellow Kodak boxes.

The Organization for Railroadiana Collectors

KEY, LOCK & LANTERN

Membership includes our excellent quarterly journal - *Key, Lock & Lantern*. $21.00 per year U.S. ($25.00 Canada & foreign) to: **Treasurer, KL&L, Inc., P.O. Box 66, Penfield, NY 14526.** A Sample copy of our journal with membership application is also available for $5.25.

PENNSYLVANIA STREET RAILWAY BOOKS
GARDEN SPOT TROLLEYS (144 pages) . . $17.75
YORK COUNTY TROLLEYS (90 pages) . . . $14.50
TROLLEYS of SC PENNSYLVANIA (128 pages)$18.25
Shipping included, Pa. Residents add Sales Tax
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

RAIL HISTORY PRINTS

GREEN RIVER CHALLENGER
by John Bromley
1992 U.P. Christmas Picture. Full color.
16" x 24" - $20.00; Signed - $30.00. Add $3.00 s&h
SASE for information on other prints.
RAIL HISTORY PRINTS
14611 Jefferson St., Omaha, NE 68137
(402) 895-5482

CHANDOS TELEVISION PRODUCTIONS

Trains Of The St. Lawrence Valley
(30 min) VHS $14.00
The beauty and grace of mainline Canadian railroads, masterfully shot and edited.
Send cheque or money order to
Chandos Television Productions
118 Cumberland Street
Cornwall, Ontario, Canada, K6J 4H5
Canadian Res. Add 7%GST, Ont Res. Additional 8% PST

NEW TITLES

New York Central Lightweight Passenger Cars, Trains and Travel

by Geoffrey H. Doughty

160 Pages, Hardbound • Over 200 B&W and Color Illustrations

This new, hardbound 160 page fully illustrated book tells the complete story of NYC's huge fleet of modern passenger cars and the trains they were used in, and will be available this fall.

With over 200 high quality b&w illustrations and a color section, this book will be of intense interest to NYC fans, passenger train enthusiasts and modelers. Diagrams, painting and lettering data, and complete roster information with a full text dealing with NYC's passenger train operations and philosophies. A must have for the NYC enthusiast and passenger train buffs!

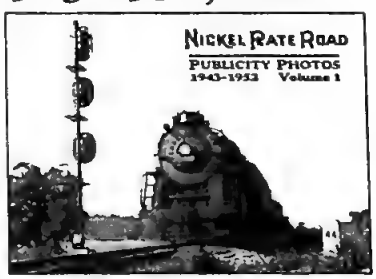
Only $28.95 + $4 S/H

Prepublication Price of $24.95 + $4 S/H before December 15, 1996

Nickel Plate Road Publicity Photos 1943-1952, Vol. 1

by John B. Corns

Over 150 illustrations with Full Color Film Laminated Covers



This new photo book features over 150 of the best b/w photos taken for the railroad's publicity department.

Steam and diesel, passenger and freight trains, cars, facilities, depots, shops and people are all featured. A large horizontal format photo book.

Each photo is fully identified with a caption; some of the best black and white photos on this important and very popular railroad.

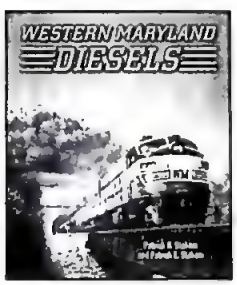
$25.95 plus $4.00 S/H

Western Maryland Diesel Locomotives

by Patrick H. and Patrick E. Stakem

Hardbound, 128 Pages

Over 200 illustrations, Maps and Diagrams in B&W and color.



Complete roster data, official diagrams and background material about the development of the Western Maryland's fleet, and its use on this very popular and interesting line. WM had FAs, BL2s, as well as the more common units and paint schemes from the elegant and well respected "fireball" to the three-color "circus" scheme on into the Chessie System paint. An excellent book for the WM fan and diesel fans.

Only $24.95 + $4 S/H

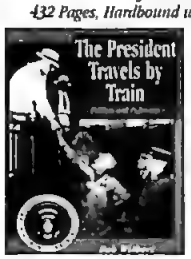
Prepublication Price of $21.95 + $4 S/H before December 15, 1996

As seen on CNN and NBC

The President Travels by Train

by Bob Withers

432 Pages, Hardbound with Over 200 Illustrations



This book documents the fascinating story of the presidents of the United States as they traveled by train. The rich volume traces in great detail the trains of the chief executives and contains material for both history buffs and railfans.

A handsome edition printed on enamel paper and the definitive work on the subject. The text is supplemented by many illustrations from important archival sources.

Only $39.95
+ $4.00 S/H

Southern Railway's Spencer Shops

by Duane Galloway and Jim Wrinn

Hardbound, 112 Pages, Over 125 illustrations,

Southern's huge shop facility at Spencer, North Carolina, celebrates its 100th anniversary this year. The Shop is currently the home of the North Carolina Transportation Museum. This is the interesting story of the shops, the people, and the equipment they kept on the road to power the Southern Railway's passenger and freight trains.

The authors tells an interesting story woven around the lives of the shop workers, and the work of a facility as technology changed, right down to it's closure and rebirth as a museum.

Only $22.95
+ $4.00 S/H

Louisville & Nashville The Old Reliable

by Charles Castner, Ron Flanary and Patrick Dorin

Hardbound 240 Pages • Over 250 color/b/w photos

This new history of the grand old Louisville & Nashville is by a team of noted authors and historians.

Illustrated with photos from the official files of the L&N and other sources, this is the complete story of the line, detailing important elements including coal traffic, passenger travel and cars, freight traffic and cars, steam and diesel locomotives, maps and diagrams. A wonderful addition to any railroad library.

Only $29.95
+ $4.00 S/H

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

ROUTE 4, BOX 154 • LYNCHBURG, VIRGINIA 24503-9711

Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra.

Send for complete list of other fine books.

Maximum Shipping and Handling For Single Order is $7.00

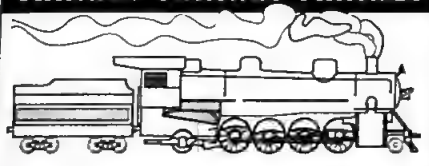
Also Available

Chessie - The Railroad Kitten
64 Pages Softbound • $ 11.95 plus $3.00 S/H
The Chessie Era (1/3 color)
64 Pages Softbound • $ 14.95 plus $3.00 S/H
Appalachian Crossings
64 Pages Softbound • $ 12.95 plus $3.00 S/H
F-M Coaling Stations
32 Pages Softbound • $ 6.95 plus $2.00 S/H
New York Central's Mercury
64 Pages Softbound • $ 12.95 plus $3.00 S/H
N&W-Diesel's Last Conquest
64 Pages Softbound • $ 14.95 plus $3.00 S/H
The Virginian Era
64 Pages Softbound • $ 14.95 plus $3.00 S/H
N&W's Magnificent Mallets
64 Pages Softbound • $ 14.95 plus $3.00 S/H
The 20th Century Limited
160 Pages Hardbound • $ 25.95 plus $4.00 S/H
Appalachian Coal Mines & RRs
80 Pages Softbound • $ 15.95 plus $4.00 S/H
N&W and Virginian in Color
104 Pages Hardbound • $ 33.95 plus $4.00 S/H
B&O Passenger Service Volume 1
The Route of the National Limited
120 Pages Hardbound • $ 22.95 plus $4.00 S/H
Diesel Locomotives of CSX
64 Pages SB(color) • $ 19.95 plus $4.00 S/H
West Virginia Logging Railroads
112 Pages Hardbound • $ 19.95 plus $4.00 S/H
Richmond Fredericksburg & Potomac
210 Pages Hardbound • $ 28.95 plus $4.00 S/H
Seaboard Coast Line Railroad
112 Pages Hardbound • $ 19.95 plus $4.00 S/H
Norfolk Southern Diesels
112 Pages Hardbound • $ 19.95 plus $4.00 S/H
New York Central's Great Steel Fleet
128 Pages Hardbound • $ 22.95 plus $4.00 S/H
New York Central System Diesel Locomotives
210 Pages Hardbound • $ 29.95 plus $4.00 S/H
N&W Handbook
128 Pages Softbound • $ 17.95 plus $4.00 S/H
Illinois Central Streamliners, 1936-1946
112 Pages Hardbound •$ 19.95 plus $4.00 S/H
B&O E Units
80 Pages Softbound • $ 22.95 plus $4.00 S/H
C&O BL2 Diesels
48 Pages Softbound • $ 10.95 plus $3.00 S/H
C&O Diesel Locomotives
235 Pages Hardbound • $ 29.95 plus $4.00 S/H
C&O Freight Equipment
175 Pages Softbound • $14.95 plus $4.00 S/H
C&O Greenbrier Type 4-8-4s
64 Pages Softbound • $14.95 plus $4.00 S/H
C&O in the Coal Fields
112 Pages Hardbound • $22.95 plus $4.00 S/H
C&O Dining Car Recipe Book
160 Pages Hardbound • $18.95 plus $4.00 S/H
C&O Standard Structures
64 Pages Softbound • $13.95 plus $4.00 S/H
C&O Streamliners, Volume 1
144 Pages Hardbound • $29.95 plus $4.00 S/H
Modeling the C&O
80 Pages Softbound • $14.95 plus $3.00 S/H
Pere Marquette in 1945
80 Pages Softbound • $11.95 plus $3.00 S/H
Riding That New River Train
130 Pages Softbound • $19.95 plus $4.00 S/H
C&O Coal and Color (NEW-all Color)
112 Pages Hardbound • $39.95 plus $4.00 S/H
C&O Freight Cars 1937-1965 Vol 1(NEW)
208 Pages Hardbound • $29.95 plus $4.00 S/H

BONUS

Order three or more books from this list and receive the book
Appalachian Crossing-The Pocahontas Roads,
a 64 page softbound, fully illustrated book, FREE!

"Boston's Depots & Terminals".
A History of Boston's Downtown Railroad Stations
by Richard C. Barrett
A new 240 page, hard cover book that in words, photos, and drawings provides the history of over thirty railroad stations that have existed in downtown Boston since 1834. With almost 300 photos and illustrations covering a period of 160 years, this book is sure to please rail historians, railroadiana collectors, and railfans alike. $54.95 plus $3.00 shipping.
"The Illustrated Encyclopedia of Railroad Lighting, Volume 1 - The Railroad Lantern", a 400 page hardcover book that covers the history of railroad lanterns, their technology, entrepreneurs, manufacturers, and individual lantern models. $59.95 plus $3.00 shipping.
New York State residents must include applicable sales tax.
For credit card orders only, call 1 (800) 205-8254
For comments, questions, information, etc., call 1 (716) 227-6903
RRP | Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

TRAINS! TRAINS! TRAINS!

Call Pentrex for a *FREE* Holiday Catalog plus *FREE* Videos!
MA56
800-950-9333

FINAL LOOK AT THE SP
NEW!
-- Limited Edition Book --
SP in the West- Part 2
By Wesley Fox
Fox Publications presents Part 2 in its series on the Southern Pacific. This book covers the "I-5" Corridor from Eugene, OR south to north of Los Angeles, CA. Included is the Natron Cutoff, Shasta, Coast and Tehachapi Routes, plus a final look at the Siskiyou Line.
160 Pages, 250 B/W Photos
Hardbound, 8 1/2 x 11
******* $47.50 *******
Colo. Residents add 7.4 % Sales Tax
Dealer Inquires are welcomed!
Fox Publications
P.O.Box 740655 Dept R
Arvada, CO 80006-0655

ON THE MENU

by JAMES D. PORTERFIELD

Left-overs

AS WE APPROACH the end of 1996 we have a few items to report that didn't make previous columns. Think of them as left-overs from a satisfying meal.

Onboard the AOE: The August 30, 1996, departure of the *American Orient Express* carried the first pieces of this train's replacement china. A product of Dick Luckin's China Concepts, the new pattern is identical to that of the predecessor *American European Express,* but with the correct logo. Cups and saucers will be first, followed by other pieces in the train's five-piece place setting as breakage creates the need, plus teapots. Distinctive coffee mugs for the lounge cars, in dark royal blue with gold trim and logo, were created earlier. Of interest to collectors is the fact that the new dining room pieces are back stamped and serial numbered. If you want to purchase pieces of either pattern (or both), call the AOE at 206/441-2725.

On the *Coast Starlight*: The "Limited Edition Demitasse Set," also developed by China Concepts, commemorates Amtrak's self-proclaimed "premier" train, the *Coast Starlight* and has been a hit even before going on sale. Accented in 22-karat gold and numbered for collection, more than 200 sets were sold before the brochure was printed. If you want a set, send a $20.00 check (includes shipping & handling) made payable to Amtrak to: *Coast Starlight* Demitasse Set, Attn: Brian Rosenwald, 810 N. Alameda Street, Los Angeles, CA 90012.

CHINA CONCEPTS DICK LUCKIN

Good Pullman Reading: Those with an enthusiasm for the lives and experiences of the people who worked on the trains will enjoy a new book *Those Pullman Blues* by David D. Perata (New York: Twayne Publishers, 1996). The title is a reference to both the Pullman uniforms various car attendants wore and to the effect the work had on the men's spirit. An oral history delivered by eight African-Americans, the book captures the glory of their work and of the trains of the "Golden Age," as well as the racism encountered from the Pullman Company, railroad management and the passengers. Interestingly, and relevant to this column, seven of the eight men worked in food service cars, two as dining car cooks. The spirit of the book is captured early by sleeping car porter Jewel Brown, who notes, "This is what made those great trains and railroads great — the type of service that was rendered by these Negro employees aboard. The train itself was just a cold piece of steel." Note: The book is listed in some bookstores under its working title, *Black on Steel.* You can order it (ISBN 0-8057-4520-3) from Simon & Schuster Macmillan.

In Napa Valley: A bevy of press releases over the summer announced completion of the long and sometimes controversial effort to expand service and add stops on The Napa Valley Wine Train. From a release dated May 9: "Following eight years of environmental impact studies, The Napa Valley Wine Train will move full steam ahead with expansion plans tentatively approved by the California Public Utilities Commission (PUC) earlier this week. The expansion, planned over the next two years, will include the addition of a second train which can provide additional runs. Napa Valley Wine Train will seek to establish a passenger station in St. Helena and other locations, where riders can get on and off and will also offer shuttle services to nearby wineries." A June 20 release reads: "California PUC Approves Napa Valley Wine Train Expansion." Moving quickly, less than a month later the railroad announced: "The Napa Valley Wine Train is scheduled to make its first-ever up-Valley stop and disembarkment of passengers at the world-renowned Grgich Hills Cellars winery in the town of Rutherford today (July 16)." Then, on July 18: "This August the Napa Valley Wine Train has added the Grgich Hills Private

THE DEPOT ATTIC
377 ASHFORD AVENUE,
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

Mention *Railfan & Railroad* whenever contacting our advertisers.
You'll help make *R&R* even better.

FOR A LIMITED TIME...
A CLASSIC
- All Classes
- All Phases
- 266 Photos
- 20 Full Color
- 104 Pages
- Fact-LadenText
- Not Available Elsewhere
- Hard Bound
- Art-Book Quality
- 350 Printed
- Short Supply
- Numbered
- Signed
- $56.95 p.p.

"Facts Not Available Elsewhere, Mix Of Action, Roster, Fine Night Views; Top-Notch Repro." - *(Railfan & Railroad)*
A. SHERRY
5410 Netherland Ave., Riverdale, NY 10471

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

BOOKS

VIDEOS

All Aboard Amtrak, *Schaeffer* $39.95
American Shortline Guide, *Lewis* $19.95
Appalachian Coal Mines & RR, *Dixon* $12.95
Argent Lumber: Swamp Rat, *Ferrell* $31.95
ACL: Diesel Years, *Calloway* $39.95
Baldwin Locomotive Works, *Brown* $28.95
B&O Color Guide $37.95
B&O *Salamon, Oroszi, Ori*
Vol 1: New York to Cumberland $35.49
Vol 2: Cumberland to Chicago $35.49
B&O East End: Neck of Bottle,*Hollis, Roberts* . $39.95
B&O Sand Patch, *Roberts* $39.95
British Columbia Rails, *Garden* $63.95
BN/SF 1994 Annual,*DelGrosso* $35.95
BN/SF 1995 Annual,*DelGrosso* $35.95
By the EL, *Stelter* $31.49
Burlington Color V1, *Holck* $39.95
By Streamliner: NY to Florida, *Welsh* $31.95
C Liners, *Sweetland* $18.49
Cabooses of B&O, *Hubler* $39.95
Centennial State Trolleys, *Fletcher* $19.95
Central Vermont V7, *Jones* $31.95
Chasin' Trains, *Richardson* $43.95
Chessie: The Railroad Kitten, *Dixon* $9.95
Chicago Insull Interurban, *Lloyd* $38.95
Chicago L, *Moffat* $43.95
CB&Q Color Guide, *Spoor* $37.95
CB&Q in Color (Vol 1), *Spoor* $38.95
Classic Freight Cars
Vol 4: Hoppers, *Henderson* $19.25
Vol 5: NE MOW, *Henderson* $19.95
Vol 6: Gons & Flats,*Henderson* $19.95
Vol 7: More 40 Foot Box Cars $19.95
Vol 8: 50 Foot Box Cars $21.49
C&S Southern Div Color Pict, *Fulcomer* $39.95
Conrail Commodities, *Taylor* $39.95
Conrail Motive Power Review(1986-91), *Withers* $38.49
Contemporary Diesel Spotters Guide $15.95

Last Steam Railroad in America by Link
Follow up volume to Steam Steel & Stars $39.95

Passing Trains by Greg McDonnell
Canadian rail pictorial $39.95

Reading Steam Color
All-color pictorial of late Reading steam $36.95

Minneapolis & St. Louis in Color
All-color pictorial of pre merger M&STL $37.95

Conrail SD-40s by Jerry Bernet
Color pictorial of the workhorses on Conrail $15.95

Cross Continent Electrics, *Pennypacker* $19.95
D&H in Color (Vol 2), *Plant* $38.95
Diesel Builders V3: Baldwin, *Kirkland* $47.95
Diesel Locomotive: 1st 50 Years, *Drury* $22.49
Diesels of C&NW, *Withers* $47.95
Dixie Line: NC&StL, *Castner* $21.75
East Broad Top: Slim Gauge Survivor,*Mellander* $38.25
EMD SD-60s $23.95
Erie in Color, *Sweetland* $35.95
EL Color Guide $37.95
Erie Lackawanna: Death of RR, *Grant* $39.95
Erie-Lackawanna in Color:
Vol 1: The West End, *DeYoung* $35.95
Vol 2: New York State, *DeYoung* $35.95
Vol 3: the East End, *DeYoung* $38.95
Frisco in Color $37.95
GN Color Guide, *Hickcox* $37.95
GN Color Pictorial (Vol 1 or 2), *Shine* $39.95
GN Equipment Pict (V1) Box/Stock Cars . . . $39.95
GN Pictorial (Vol 3 or 4), *Strauss* $39.95
Great Road (B&O), *Dilts* $47.95
IC: Monday Mornin Rails, *Boyd* $39.95
IC in Color $38.95
IC Streamliners, *Somers* $15.95
Impossible Challenge, *Harwood* $51.95
Interstate Railroad, *Wolfe* $33.59
JC/LV Color Guide, *Bossler* $37.95
Jersey Central in Color, *Brennan* $35.95
Jersey Central in Color V2, *Brennan* $38.95
Jersey Central Story, *Carleton* $30.49
Lackawanna in Color, *Sweetland* $35.95
Lake Shore & Michigan Southern,
McLellan, Warrick $31.95
L&NE: Color Retrospect, *Lilly* $37.95
Lehigh Valley RR, *Archer* $35.95
Lehigh Valley: NY Div, *Bednar* $41.95
Manhattan Gateway, *Middleton* $35.95
Memories N&W Power, *Carleton* $27.95
Milwaukee in Color (V1): East $38.95
Milwaukee in Color (V2): Milwaukee $38.95
MoPac in Color, *Collias* $39.95
MoPac Diesels, *EuDaly* $47.95
New Haven RR: Final Decades, *Hartley* $39.95
New Haven Color Guide $37.95
NYC Color Guide $37.95
NYC Color Photography Nowak (V 1) $35.95
(Vol 2 or 3),*Nowak* $38.95
NYC Great Steel Fleet, *Dougherty* $18.49

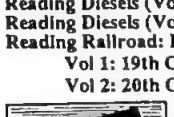
FALL STORE HOURS

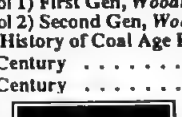
Sat November 16	10 - 4
Sat December 7	10 - 4
Sat December 21	10 - 4
Sat December 28	10 - 4
Sat January 18	10 - 4

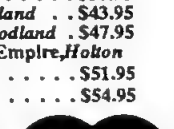
or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, et.
Directions: 1\2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

NYC Steam (Vol 1) $38.95
NYO&W Diesels, *Mohowski* $23.95
NYO&W and Dairy Industry, *Mohowski* . . . $49.95
NKP Color V1or V2, *McCaleb* $38.95
NKP Story, *Rehor* $59.95
N&W/VGN Color, *Reid* $27.25
NS Diesel Locomotives, *Toth* $15.95
Norfolk Southern Motive Power 1982-1994,
Withers $31.95
(softbound) $23.95
NS 1995 Review, *Lindsay* $29.95
Northern New England Cars $37.95
NP Color Guide $37.95
NP Diesels, *Frey, Schwenk* $45.95
Northern Pacific (V1 or 2) Color, *Shine* $39.95
Pascack Valley (NJ&NY RR), *Jones* $31.95
PRR Color Guide V1 . . . . . $35.95
PRR Color Guide V2 . . . . . $38.95
PRR Diesel Pictorial
V1:Alco RS, *Hahn* $11.95
V2: Baldwin, *Hahn* $13.69
PRR Diesel Review, *Carleton* $35.95
Pennsy Diesel Years (V 2,3, or 4), *Yanosey* . . $35.95
Pennsy Diesel Years (V 5, or 6), *Yanosey* . . . $38.95
Pennsy Steam: 2nd Look, *Carleton* $30.49
Pennsy Steam Years (Vol 1), *Sweetland* $35.95
PRR: Hudson to Horseshoe,*Volkmer* $38.95
PRR: 40s and 50s, *Ball* $39.95
PRR: Elmira Branch, *Caloroso* $23.95
PRSL in Color $38.95
Piggybacks and Containers, *DeBoer* $38.49
President Travels By Train, *Withers* $31.95
Pullman Standard Color Guide $37.95
Railroad Atlas:
Vol 1: Northeast USA $18.40
Vol 2: California/Nevada $18.40
Vol 3: Colorado/Utah $18.40
Vol 4: Arizona/New Mexico $18.40
Vol 5: Illinois/Wisconsin/Mich Peninsula $18.40
Railroads of Ohio Valley (Vol 1), *Harvey* $17.59
Reading Color Guide, *Bossler* $37.95
Reading Diesels (Vol 1) First Gen, *Woodland* . . $43.95
Reading Diesels (Vol 2) Second Gen, *Woodland* . $47.95
Reading Railroad: History of Coal Age Empire,*Holton*
Vol 1: 19th Century $51.95
Vol 2: 20th Century $54.95







Telephone Orders Accepted

Now on the web http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please add $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US $. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery, please ask. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. Your satisfaction is guaranteed.

RF&P: Capital Cities Route, *Griffin* $23.95
RF&P Linking North & South*Kaplan,Mellander* $33.59
Rio Grande: Scenic Line, *Sanders* $47.95
Rio Grande Color Guide $37.95
Rio Grande Southern Story: *McCoy, Collman, Graves*
Vol 3: Vance Jct to Ophir $53.95
Vol 4: Ophir Loop to Rico $53.95
Vol 5: Rico and Mines Above $53.95
Rock Island Color Guide $37.95
Rock Island Color Pictorial (V1 or 2), *Marx* . . $39.95
Rock Island in Color (V1), *Stagner* $38.95
Rock Island in Color (V2), *Marvel* $38.95
Route of Eagles, *Stout* $35.95
SF: Gateway to West (V1), *Duke* $46.95
Santa Fe in Color (V 1,2,3, or 4), *Stagner* . . . $38.95
Santa Fe Color Guide *Stagner* $37.95
SAL: Heart of South, *Johnson* $27.95
Scenes Along Rails (V1): Anthracite, *Hudson* . $19.95
Seaboard Coast Line, *Nuckles* $15.95
Southern System Pictorial, *Nuckles, Tillotson* . $35.95
SP Coast Line, *Signor* $51.95
SP 1901-1985, *Hofsommer* $35.95
SP 1995 Annual $35.95
Southern Pacific in Color, *Sweetland* $38.95
To Tacoma by Trolley, *Wing* $31.95
Trail of Blue Comet (CNJ), *Baer* $55.95
Train Watcher's Guide to NA Railroads,*Drury* $13.75
Two Feet to the Lakes, *Jones* $39.95
Uintah Railway, *Bender* $31.95
Union Pacific Color Guide $37.95
UP Official Color Photography (Vol 1) $37.95
UP: Salt Lake Route, *Hemphill* $47.95
UP Steam V1, *Stagner* $37.95
Western Maryland Color Guide $37.95
Western Maryland in Color $38.95
Western Maryland: Fireballs & Black
Diamonds,*Cook, Zimmermann* $39.95

Milwaukee in Color: Under Wire
All-color pictorial of the Milwaukee electrification $36.95

Southern Spencer Shops by Gallaway
Story of Spencer, NC shops on 100th anniversary $18.49

Fairbanks-Morse in Color by Jim Boyd
All-color look at FM in their hay day $37.95

3rd Ave. Railway in Manhattan
Illustrated story of NYC 3rd Ave line. $22.49

L&N: Old Reliable by Castner et al
Illustrated history of L&N $23.95

AUDIO CD'S

Back East (2 CDs) $21.95
From Safety Valves to Ribbon Rails $13.49
Riding in an Open Vestibule $13.49
Way Out West (2 CDs) $21.95

VIDEOS

Across the Heartland (SF Chillicothe Div) (Pent)$22.49
Countown to Merger (SF Marcelline) (Pent) . . $22.49
Both SF Videos $37.49
Amtrak: 1st 25 Years (Pentrex) $15.95
Amtrak X-2000 (Pentrex) $14.95
Cass & Mower (Green Frog) $24.95
Classic Steam 20s-40s (Frog) $23.95
Conrail Hot Spots East (Pentrex) $29.95
Conrail Hot Spots West (Pentrex) $29.95
Conrail West Slope (Green Forg) $31.95
Conrail Middle Division (Green Frog) $31.95
CSX: Southern WV Coal (Pentrex) $29.95
CSX V5 Evansville-Chicago (Frog) $31.95
Eastern Kentucky Coal (Pentrex) $29.95
Florida East Coast (Green Frog) $37.95
Last of the Giants (Pentrex) $14.95
Last of the Giant (V 2 or 3) (Pentrex) $29.95
LV: Penobscot Mountain (RailTape) $27.95
Milwaukee Electrics (3 tapes) (Pentrex) $39.95
Montana Rail Link (Pentrex) $29.95
Penn Central (2 tapes) (Green Frog) $39.95
PRR Steam & Electric 1936-52 (DIW) $27.95
PRR in New Jersey (PRSL/NY&LB) (DIW) . . $27.95
PRR: Philadelphia Terminal (DIW) $27.95
Steamtown Grand Opening (Pentrex) $22.49
Stormy: SP Lordsburg (Pentrex) $28.95
Today's Steam (2 tapes) (Pentrex) $22.49
Trains On Location (Kalmbach)
Cajon $23.95
Horseshoe Cure $23.95
Chicago Race Track $23.95
Appalachian CSX $23.95
Cascade Crossing $23.95
Conrail's Chicago Gateway $23.95
U Boat Survivors (Pentrex) $28.95
UP Super Railroad (Frog) $31.95
West Side (Pentrex) $29.95
Winter Along Upper Mississippi (Pentrex) . . . $29.95

NICKEL PLATE ROAD

HISTORICAL & TECHNICAL SOCIETY
IN OUR 30th YEAR

REFLECTIONS III
NOW AVAILABLE!

•T,SL&W- Concise history, Cloverleaf district, NKP operations photos, text, coated paper, color covers, lots of photo, B&W, and some color -
JUST $15.00 POSTPAID

• 1997 NICKLE PLATE CALENDAR ready to ship, color covers, fall size, horizontal format. 12 large photos.
JUST $6.75 ea. POSTPAID

Still available - backs on Nickel Plate Diesels, Cabooses, Passenger Cars, Mikes early magazine reprints - Send for complete sales list or order our new items:

NKPH&TS
P.O. Box 381
New Haven, IN 46774-0381
ALWAYS WELCOMING NEW MEMBERS, SEND FOR A FREE SOCIETY BROCHURE TO ABOVE ADDRESS.

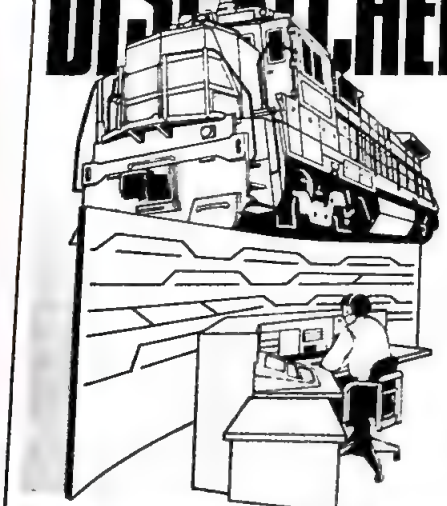
Tour package, in addition to the wine tasting seminars, themed tours and special excursions ... . The package is a relaxing visit to one of the finest wineries in the Napa Valley and offers exceptional tastings." The latest release, dated August 26, notes that what is arguably American's most well-known dinner train has just entered its seventh year of operation. For more information, call 707/253-2111 or 800/427-4124.

Chesapeake Railroad: This working short line added one more dinner train to the national roster of over 60 such trains in 1996. The *Chesapeake Railroad Dinner Train* consists of two center-cab 80-ton Whitcomb diesels (ex-U.S. Navy, 1942); a 1912 Pullman parlor/diner/lounge, the *Defender,* with original carpet, upholstery, stained glass and lights, that seats 40, and a 1923 Pullman business car *Catoctin* with a living room, bedrooms and a formal dining room that seats ten. It departs the Ridgely, Maryland, train station, usually on the last Saturday of the month, on a 20-mile round trip over ex-PRR track through Maryland's rural Eastern Shore countryside and the towns of Greensboro and Goldboro. A $40.00 fare includes your ride and meal (tax, tips, wine and beer are extra). "But not your ordinary meal," says Stacy Bartosh, the wife of owner William Bartosh. "You are served a five- or six-course meal, just like in the dining cars of old. An appetizer, soup and/or a salad, an assortment of breads and spreads, a three-item main course and dessert." Another unusual feature is that all meals are from authentic railroad recipes, sometimes all of the courses are from a single railroad, and at other times they are an assortment of items from various railroads. And everything is cooked on-board. The dinner train will run on October 29 and November 30, 1996, and then resume again during the spring of 1997. For more information, call 410/482-2330.

Rail Art Prints: Tex Wilson, a retired advertising illustrator, is releasing a series of eight prints that "capture the spirit of ... people who worked on and around trains." Black and white photolithographs with superb detail are hand colored in limited runs to 150 of each subject, with six prints of freight crews and a new set of eight prints of passenger crews available. One of these, *Dining Car,* features text and colorful scenes of a dining room, a fully-staffed kitchen and the loading of supplies, all accented by stand-alone figures of waiters — one with Dugan chimes and the other delivering silver service — and a steward welcoming you to his car. Speaking from his studio in Seattle, Washington, Wilson said, "My dad was a freight conductor on the Santa Fe, so my roots are in Texas. I spent my youth around trains, working on a bridge gang, rip track (the car shops) and in the roundhouse." Signed and numbered prints come 18″×22″ or 11″×14″ ($75 and $40 respectively), mounted on foamcore. Prints can be customized to specific railroads by selective coloring, heralds where appropriate and the like. A lapel pin is included within customized prints. Call Tex Wilson at 206/784-4622.

In Closing: As I finish this column, today's mail brought the first 1997 schedule for a dinner train. See you down the line with a full update on all of these trains.

TRAIN DISPATCHER



All-new version of SIGNAL's popular **TRAIN DISPATCHER SOFTWARE SIMULATOR.** Be the dispatcher on the busy rail corridor between Washington, DC and Philadelphia. You must control a mix of fast Amtrak passenger trains and slow freights on the 110 mile territory (300 track miles, hundreds of switches and signals and 27 major interlockings). Through use of enhanced Windows' controls and graphics, set and "fleet" signals, throw switches, and plan routes to keep trains on schedule. Developed from actual track plans and train schedules by CTC professionals, **TRAIN DISPATCHER** is realistic, interesting, educational and fun. For Windows 3.1 or Windows 95.

Train Dispatcher (Windows, 3.5" Disk) $39.95
Shipping & Handling (US) ..... $ 4.00
Shipping & Handling (non US) ..... $ 6.00
PA residents add 7% sales tax

SIGNAL Computer Consultants
P.O. Box 18445 • Pittsburgh, PA 15236
Toll Free 888 - TRAIN12 Fax 412 655-1893
E-mail signal@usaor.net
Web Page http://www.usaor.net/signal
Mastercard/Visa/Discover accepted

Receive Train Communications Anywhere!

UNIDEN BEARCAT BC-230XLT
• Programable • 200 Channels • 12 Bands
Including Public, Service Air and 800MHz
ONLY $224.99 ($8.00 shipping)
Features: 10 Banks of 20 channels, 10 priority channels, twin-turbo scan & search, one-touch weather band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Accessories: 2 Ni-Cad rechargeable packs, AC adapter/charger, rubber antenna Dimensions: 2½" x 1¾" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular) CC015 Leather Carry Case $27.99

UNIDEN SPORTCAT SC-150
• 100 Channels • 12 Bands
Including Public, Service Air and 800MHz
ONLY $159.99 ($8.00 shipping)
Features: 10 one touch direct access channels with 10 corresponding channel identifiers, twin-turbo scan & search, one-touch weather, band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Specify yellow or black. Dimensions: 2½" x 1¾" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular).

All merchandise new, in factory sealed cartons
Send for Free Catalog Listing Scanners, CB's Plus FM Two Way Radios, and Accessories
MASTERCARD — VISA — COD'S ACCEPTED

Scanner World, USA®
10 New Scotland Ave.
Albany, NY 12208
(Same Location Since 1974)
Phone: (518) 436-9606 • Fax (518) 465-2945
TOLL FREE ORDER LINE: 800-476 7990
Internet: http://www.scannerworld.com
"The Largest Dealer of Scanners in the World"

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, IC, L&N, LV, MILW, MP, NH, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables...$20
Any six sets of three TT's each, 18 Timetables.....$80

EMPLOYEE TIMETABLES...

ATSF - System 1992	$15
BN - Northern Corridor 1993	$20
CR - Albany Div 1993	$20
CR - Harrisburg Div 1993	$15
CNW - System 1992	$20
CSX - Baltimore 1994	$20
CSX - C&O Business Unit 1994	$20
D&RGW - System 1977	$20
GTW - System 1981	$15
NS - Tennessee Div 1995	$15
NS - Georgia Div 1993	$15
NS - Piedmont 1993	$15
SOO Line System 1987	$15
SP - Northern 1986	$15
UP - System 1991	$15
Any Five Above Just	**$60**

VISA / MC / AX

New Catalogue Issued Monthly
Sent with each order or SSAE

RAILNEWS

SPENCER ROUNDHOUSE DEDICATION The North Carolina Transportation Museum at Historic Spencer Shops officially opened its 37-stall 120,000-square-foot roundhouse to the public on September 15, 1996. Under the theme "A Tale of Working People," the exhibits in the Bob Julian Roundhouse explore the lives of the people who worked at Spencer Shops as well as North Carolina's railroad history.

Built in 1924, the roundhouse was used for light repairs and maintenance of Southern Railway steam locomotives. Named for R.L. Julian, the foreman at the time it was built, it was the only roundhouse on the Southern named for an individual. In 1953 eight tracks were altered to service diesels. When the Southern built its new yard and engine facility a few miles north at Linwood, the roundhouse was phased out of service. Four stalls remained in use until 1979 for repairs on switchers based there. Since the state took over the entire site in 1979, approximately $7.9 million has been spent on the restoration project, including the roundhouse and the relocated Barber Junction depot.

Historic Spencer Shops contains 57 acres with 18 structures, four of which contain exhibits. There are 18 locomotives and 77 other pieces of rolling stock in the collection.

PENN-JERSEY LINES SMS Rail Services, quite famous for its Baldwin-powered operation at the Pureland Industrial Park near Bridgeport, New Jersey, is expanding its Eddystone-built empire into Pennsylvania. SMS will operate the new industrial park being built on the site of the former USX Fairless Works in Fairless Hills under the banner of Penn-Jersey Lines.

Power for the Fairless operation will be Baldwin AS616 554, built in June 1952 for Kaiser Steel as their 1012-B, later renumbered 1028. It became Rayonier 14 in 1973, hauling logs in Gray's Harbor, Washington. The unit gained fame when it went to California in 1986, becoming Trona 54. It and two sister road Baldwins were later sold to Johnston Terminal in Muskogee, Oklahoma, before being purchased by SMS. The roller-bearing-equipped 54 travelled to SMS' Bridgeport operation for repairs and repainting. When the work was done, SMS "554" was given a Reading-like livery (**page 66**). Sister units 52 and 53 will eventually join 554 on the East Coast once their friction-bearing trucks are converted to rollers.

DELAWARE-LACKAWANNA The tasteful two-tone gray paint scheme of Genesee Valley Transportation has been applied to RS11 1804, former DW&P/Central Vermont 3604, at the Scranton shops of subsidiary Delaware-Lackawanna Railway. The 1804 is lettered for the Depew, Lancaster & Western, another GVT subsidiary running between its namesake cities in western New York on former-DL&W (Lackawanna) trackage. The 1804 has been in service on the D-L (**page 66**), and it should be in Depew, N.Y., by the time you read this. Plans are to eventually paint all locomotives in the GVT family into the gray livery, though that plan is being implemented slowly. In addition to the D-L Railway and the DL&W, GVT also operates the Mohawk, Adirondack & Northern and the Lowville & Beaver River, both north of Utica, N.Y. The nearly all-Alco GVT locomotive fleet includes five former-BC Rail ex-Erie Lackawanna C425s, three RS11s and the EMC prototype switcher built in 1935 for the Delaware, Lackawanna & Western.

MORRISTOWN & ERIE Long a bastion of Alco power, northern New Jersey's Morristown & Erie has bought its first EMD. SW1500 No.20 (**page 66**) was remanufactured and painted by Conrail's Juniata Shop. Once the bugs are out of it, "The 20" will work at M&E's new Bayshore Terminal Railway, which switches tank cars at the former-Exxon refinery in the Bayway section of Elizabeth, New Jersey. The EMD switcher joins two of C424s and two C430s on the M&E roster.

M&E 20 was built in October 1966 as RF&P 91. It was the only

VIDEO
STEAM IN ACTION ON CHESSIE LINES
Color • Sound • Half Hour
• READING 4-8-4 2101 HUNTINGTON TO HINTON, W.VA
• C&O 2-10-4 614 BALTIMORE, MD. TO MARTINSBURG, W.VA
• CAYUGA VALLEY 2-8-2 4070 CLEVELAND TO AKRON, OH.
Send for Illustrated Brochure $24.95 ppd.
Crestline Studios VHS
49 Lynne Road, Hopewell Jct., NY

RAILWAYMAN'S POCKETWATCH
Official watch of the Russian State Railway. 18 jewels.
$49.95 + $3 S/H. VISA/MC
1-800-375-3943
Free RR gifts catalog.
SMITH-THOMPSON
P.O. Box 828
White River Jct., VT 05001
Shown smaller than actual size of 2".

THE SHORT LINE
The Best Source of Shortline Railroad News and Information
Now in our 22nd Year –
New Shortlines
New Prospects, Maps, Rosters
RR Histories, Location Reports
Subscription – 6 Issues $21.00 by 2nd Class Mail
Sample Copy – $2.50
The Short Line
P.O. Box 607-R
Pleasant Garden, NC 27313
The Journal of Shortline and Industrial Railroads

CHESAPEAKE & OHIO 4-8-4 614 RETURNS TO THE HIGH IRON!
C&O 614: RETURN OF A THOROUGHBRED In October 1996, after a 15-year absence, Chesapeake & Ohio Class J-3a 4-8-4 614 returns to excursion service, pulling a 24-car train over NJ Transit's ex-Erie Main Line between Hoboken, NJ and Port Jervis, NY. Join Mark I Video - the Official Video Company of C&O 614 - for exclusive coverage of these exciting trips! • Multi-camera broadcast-quality coverage • Thrilling trackside scenes • Exclusive in-cab sequences • Breathtaking *ChoochCam* views • Exclusive coverage of rebuilding and break-in runs • Historic archive film and history of 614! • Superb Stereo Soundtrack. 90 MINUTES, FULL COLOR, NARRATION $34.95
C&O 614: CHESSIE SAFETY EXPRESS Complete coverage of 1980-81 excursion seasons features 17-Mile Grade, Sand Patch, Terra Alta trips, New River George, Cab ride, and more! Visual quality is far superior to early 614 videos. Hosted and narrated by Ross Rowland. ONE HOUR $29.95
C&O 614: WINTER COAL TRAINS Multi-camera full-color coverage of 614 pulling regular service Chessie System coal trains between Huntington and Hinton, WV, in 1985. Dramatic steam action in the snow at many scenic locations! Hosted and narrated by Ross Rowland. ONE HOUR $29.95
Coming soon from Mark I Video!
ORDERING INFORMATION: Payment via MasterCard, Visa, check, money order. Add $5 s/h for first tape, $1 ea. addl. SPECIAL! order 2 tapes deduct 5% from cost of tapes, order all three, deduct 10%. NJ residents add 6% tax to tape total.
SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE. Archive programs available early October. Excursion program available late November. Order Today!
P.O. BOX 404, NEW MILFORD, NJ 07646
(201) 261-8444
America's Finest Railroad Videos
MARK I VIDEO
ORDERS ONLY: 1-800-66-MARK1

RAILNEWS

SW1500 on the RF&P roster (of five) equipped with Flexicoil trucks, cab signals and m.u. capability for use in road service. When CSX took full control of the RF&P, it renumbered the unit to 1315 but never repainted it. The Aberdeen, Carolina & Western purchased and renumbered it 1500. It was subsequently sold to Conrail Leasing (numbered CL0100 on paper), which leased it to New England Central as NECR 1500.

The 20's first revenue run was an excursion as part of "Fab '50s Weekend" at the Whippany Railway Museum on Saturday, September 7th, but it missed the Sunday trip and was returned to Altoona under warranty. M&E plans to use the 20 around Morristown before sending to the Bayshore Terminal.

READING & NORTHERN On August 20, 1996, Reading & Northern expanded once again, purchasing 98 miles of former-Lehigh Valley trackage in northeast Pennsylvania. Operated by Conrail as part of its Lehigh Line, runs between Lehighton and Mehoopany. Conrail kept one track of the double-track main line between Lehighton and M&H Junction (Hazelton). An inspection train was run on August 25, 1996, over the length of the line to give employees a first-hand look. R&N is a member of the Conrail Express short line program, wherein the R&N will serve some local CR customers, and Conrail will handle support functions such as billing and marketing.

Several U23B's will be acquired for the line, with two painted in Conrail Express blue and the rest in the R&N's green. R&N 2395 is on the property in the new blue paint (**page 66**). To get service started, R&N supplemented its own power with a pair of units leased from the Carbon & Schuylkill, which connects with the R&N at Jim Thorpe. As the U23B's arrive, the leased C&S power will be returned.

Reading & Northern (officially Reading, Blue Mountain & Northern) has become the dominant railroad in Pennsylvania's anthracite region. As Conrail scales back operations in the area, R&N has been eager to take over the service.

EDAVILLE IS BACK IN THE BOGS On July 5, 1996, Edaville Entertainment Corporation quietly reopened the two-foot-gauge Edaville Railroad at South Carver, Massachusetts, after a four-and-a-half year hiatus. Edaville signed a 16-year contract with Ellis D. Atwood, Inc., owner of the property, to lease the railroad in 1994. Edaville's first task was to restore the roadbed to FRA Class One standards, allowing operations up to 15 miles an hour.

A 14-ton Plymouth, No.12, will power the tourist operation through the cranberry bogs pulling equipment leased from the Maine Narrow Gauge Museum in Portland. A British-built 0-6-0 that saw service hauling sugar in the Fiji Islands is being restored to service. An 0-6-2 built in Germany and a 15-ton Plymouth round out the roster. Three coaches were purchased from th defunct High Country Railroad in Golden, Colo., to supplement the leased cars.

The original Edaville was founded by Ellis D. Atwood in 1947 with a collection of authentic Maine two-foot equipment, and it was later taken over by F, Nelson Blount of Steamtown fame. Edaville ceased operating in 1992 when the current owner of the equipment, George Bartholomew, and the Atwood estate had a falling out. Bartholomew sold much of the equipment to Phineas Sprague, who established the Maine Narrow Gauge Museum. Almost immediately there was interest in keeping narrow gauge equipment operating in South Carver, leading up to the July 1996 resurrection — PAT FAHEY.

THE RIO GRANDE F9s The two classic cabs that powered the last non-Amtrak intercity train, Rio Grande F9s 5762 and 5771, have been donated to the Colorado Railroad Museum in Golden by Southern Pacific. The units will be moved to Golden from Denver at no charge by BNSF, and the Coors Brewing Company, located adjacent to the museum, has donated storage for the pair until the museum is ready for them.

The two units were built in 1955 and were used on the original *California Zephyr*, which operated between Chicago and Oakland over the Burlington, the Rio Grande and the Western Pacific. Rio Grande opted to operate its own passenger trains instead of joining Amtrak in 1971, so the F9s headed the new *Rio Grande Zephyr* while Amtrak's *California Zephyr* was shifted to the Union Pacific between Denver and Salt Lake City. When Rio Grande finally joined Amtrak in 1983, Amtrak's *Zephyr* moved back to the D&RGW, and the F9s were retired. Southern Pacific acquired the units in 1988 when it merged with the D&RGW, and it donated them to the museum on September 11, 1996, one day before the F's would have become property of Union Pacific in the UP/SP merger.

The Colorado Railroad Museum has a $1.2 million expansion in progress. This will provide additional display tracks, a restoration shop and a library to house the museum's large reference collection of Colorado railroad documents, photographs and books. It is open daily throughout the year — COLORADO RAILROAD MUSEUM.

THE *CITY* AND THE *ZEPHYR* On September 1, 1996, Union Pacific's A-B-A E9s and Armour-yellow trainset visited the Illinois Railway Museum at Union. The trip was part of a series over UP's former Chicago & North Western lines sponsored by the non-profit Pacific Limited Group.

The UP train departed the Chicago suburb of Elmhurst and made a photo run at Elgin on its way up the Belvidere Branch. At milepost 58, adjacent to IRM's main line, the train stopped next to the *Nebraska Zephyr*, then both trains paced side-by-side. Upon arrival at Union an IRM pilot boarded and the entire UP consist was backed into the museum station for the detraining of passengers.

Shortly after lunch the UP set left Union for a revenue rare-mileage trip to the Belvidere wye so the consist could be turned. Once back in Union, the UP train parked at milepost 62, which is at the Olsen Road crossing on the west end of IRM. Frisco Decapod 1630 and other museum equipment passed E9 951 for the benefit of photographers — BRUCE C. NELSON.

THE LYCOMING VALLEY Conrail sold 38 miles of its Corning Secondary from Muncy to Avis in north-central Pennsylvania to SEDA-COG, a state agency that purchases short lines to preserve service, on August 19, 1996. Richard Robey, operator of SEDA-COG short lines Nittany & Bald Eagle and North Shore, is the contracted operator of the line, now known as the Lycoming Valley. Three SW9s (1775, 1776 and 1816) were purchased from the Pittsburg & Shawmut, joining North Shore SW8 366. Also included was the Newberry Yard in Williamsport.

In addition to the Lycoming Valley, SEDA-COG also purchased Conrail's Lewistown Industrial Track, which will be operated by Robey as the Juniata Valley. It connects with Conrail's former-PRR main line at Lewistown and features street running. Another P&S SW9, 1865, is used on this line. Both roads are part of the Conrail Express short line program, although there are no plans to paint any locomotives in Conrail blue.

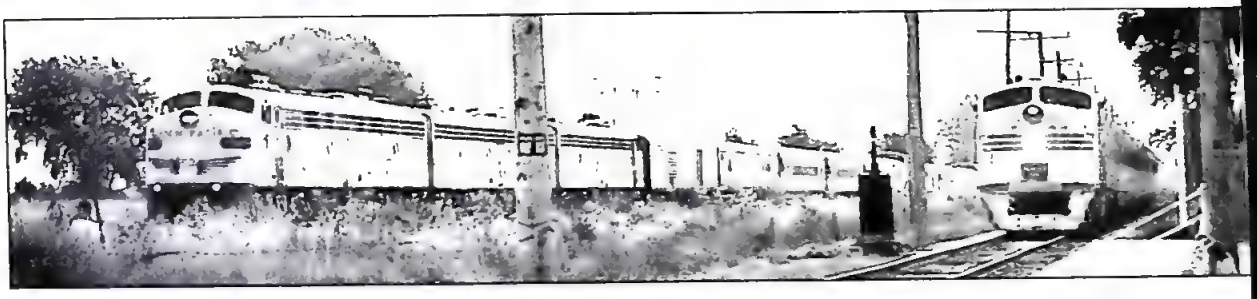
THE PALOUSE RIVER & COULEE CITY After several years of speculation and the threat of outright abandonment, BNSF sold four of its few remaining branch lines in eastern Washington and northern Idaho to new short lines on September 9, 1996. Though earmarked for possible disposition since the late 1980s, the 409 miles of track didn't officially go up for sale until February 1996.

BNSF's 131-mile former-Great Northern branch from Wenatchee to Oroville, Washington, has become the Cascade & Columbia River Railroad, a subsidiary of Florida-based Rail America, Inc. Further east, a new Watco short line, Palouse River & Coulee City Railroad, has taken over BN's 109-mile CW Branch (former-NP) between Cheney and Coulee City, Washington; the 122-mile P&L or Highball Branch from Marshall, Washington, to Arrow, Idaho, and the 47-mile WI&M Branch (former-Milwaukee Road, nee-Washington, Idaho & Montana) from Palouse, Wash., to Boville, Idaho. Cascade & Columbia, which hauls timber, grain and other commodities, will interchange with BNSF at Wenatchee, while the PR&CC, which serves one of the richest agricultural areas in the country, will interchange with BNSF at Cheney and Marshall.

Upon start-up, PR&CC was using locomotives from the Blue Mountain and Eastern Idaho railroads. Once necessary track repairs are made, PR&CC will be able to interchange with the St. Maries River Railroad at Bovill and the Camas Prairie Railroad at Arrow. There's even talk of a steam-powered tourist train on the PR&CC, possibly using Mount Rainier Scenic's Alco 2-8-2 saddle-tanker No.17 — BRUCE KELLY.

TWO PHOTOS BRUCE C. NELSON

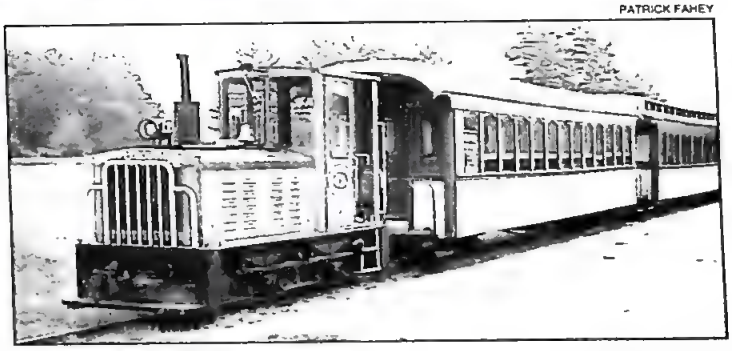
THE *CITY* AND THE *ZEPHYR* met on September 1, 1996, at the Illinois Railway Museum when UP's E9s paced IRM's *Nebraska Zephyr* (**right**). Later the E's posed by Decapod 1522 (**above**).



THE RIO GRANDE F9s were at Burnham Shops in Denver on September 11 (**below**), the day the SP donated them to the Colorado Railroad Museum.

PATRICK FAHEY

CHIP SHERMAN



EDAVILLE IS BACK IN THE BOGS after a four-and-a-half year hiatus. On August 3, 1996, two-foot-gauge 14-ton Plymouth No.12 pulled cars leased from the Maine Narrow Gauge Museum around the South Carver, Mass., site.

THE PALOUSE RIVER & COULEE CITY job had GP7s 1004 and 2191 from the Eastern Idaho and GP35 784 from the Blue Mountain at Marshall, Wash., on September 11, 1996, (**below**), the second day of PR&CC operations.

BRUCE KELLY

RAILNEWS

PRESIDENT CLINTON On the way to the Democratic National Convention, President Bill Clinton whistle-stopped across the heartland — sort of. The train was powered by a trio of Amtrak AMD103s (817, 825 and 838) and was made up of eleven Superliner cars. Bringing up the markers were privately-owned business cars Missouri-Kansas-Texas (Katy) 403, which was used by Harry Truman in 1948, and *Georgia* 300 (**page 64**). Unlike George Bush, who also utilized an open-platform observation car during his 1992 campaign, Clinton seldom appeared on the rear platform while the train was moving.

The train departed Huntington, West Virginia, on August 26, 1996, and travelled to Columbus, Ohio, via CSX and on to Toledo via Conrail. The train continued to Pontiac, Michigan, on August 27 and terminated in Michigan City, Indiana, on August 28 using Conrail, Grand Trunk Western and Amtrak rails. From Michigan City the president rode a helicopter into Chicago for the convention.

As is customary with POTUS specials, two other trains were operated in addition to the one carrying the president. An advance train was powered by Amtrak F40PH's 300 and 392, with a baggage car, Amtrak business car 10000 and CSX's theatre car in tow. In addition to hauling Secret Service agents, the lead train had the unenviable task of finding any weight-sensitive bombs that might have been placed on the track (there weren't any). Following the POTUS train were CSX Dash 8-40B's 5933 and 5932 pulling two CSX business cars.

Lineside observers reported that security for the POTUS train varied from town to town. Photographers were kept 75 feet from the tracks by some police forces, while in other locations they could get as close as twelve feet. Occasionally, an over-zealous police officer would prohibit any photography of the train — HAROLD EDMONSON and DAVID GOODHEART.

WILLIS A. McCALEB, 1920-1996 Veteran photographer of the Nickel Plate Road Willis A. "Bill" McCaleb passed away in his sleep on September 23, 1996, at his home in Walhonding, Ohio. He was 76 years old. His NKP company photos taken between 1952 and 1964 were recently featured in an all-color two-volume set published by Morning Sun Books and authored by his long-time friends Jim Semon and Bruce Dicken. The Cleveland *Plains Dealer* had run a long color feature about his books in its Sunday edition the day before McCaleb died. He is survived by his wife Norma. Services were held on September 27 in Warsaw, Ohio, just hours before the Nickel Plate Historical & Technical Society convention began in nearby Cleveland.

THE LAST ALCO RS3 BUILT For its 40th birthday, Paperton Junction Southern 303 got a new paint job by its owner, Peter J. Smykla, Jr. (note the initials of the man and the railroad). PJS 303 holds the distinction of being the last RS3 built and the last unit built with a 244 engine when it left Alco in August 1956. It was built as Litchfield & Madison 303 which went to the C&NW as their second number 1554. It later went to the Michigan Northern as 1554, where it received a chopped short hood. Smykla bought it in 1984. In addition, Smykla owns the high short hood and several spare parts from L&M RS3 302, so, as Pete says, "someone else can cosmetically restore it someday." Pete won't do it in his lifetime but hopes some future museum will.

Peter Smykla also owns A-1-A trucked RSC2 No.5 (Milwaukee Road 985, 591 then 578; Kettle Morraine No.5; Brillion & Forest Junction No.5). Peter bought the 5 from an individual who purchased it at auction.

Since buying the two vintage Alcos in the mid-1980s, Peter bought the remaining 2.75 miles of Cotton Belt's branch into the Pine Bluff Arsenal and has constructed a two-stall enginehouse and related trackage. Keeping the Alcos company are a Cotton Belt "local caboose" that gained fame on the Paragould & Southeastern mixed trains, Missouri Pacific 36-foot wooden boxcar 121007 (restored) and an 1880s-built Frisco metal clad wooden coach under restoration.

Interestingly, the paint on the 303 (**page 27**), isn't Rock Island-based. The inspiration came from the school colors of Smykla's *alma mater*, the University of Georgia. The silver trucks on 303 are reminiscent of the silver pants on the "Bulldogs" football team and the college battle cry "go you silver britches!"

A LIGHTNING BOLT The first of 12 former-Santa Fe B36-7s bought by BC Rail made its public debut in BCR's red, white and blue on August 17, 1996, when members of the British Columbia Railway Historical & Technical Society toured the Squamish shops. The paint scheme applied to BCR 3607 features a "lightning bolt," the first time since the two-tone green scheme was discontinued in 1985 that a BCR unit has received a "bolt." In addition to new paint, the unit also got ditch lights, a cab-mounted bell and a repositioned headlight. Still to be added is the distinctive BCR snow plow.

To celebrate the debut of 3607 and for the benefit of the BCRH&TS, which was holding its first convention, BC Rail arranged an impressive line-up of motive power. On display were 2-8-0 3716, stablemate locomotive to Royal Hudson 2860 on the North Vancouver-to-Squamish passenger train; Pacific Great Eastern RSC3m 561 from the West Coast Railway Heritage Park in Squamish; freshly painted B36-7 3607; RS18 621, one of two BCR RS18s with its Alco prime-mover, but on shop trucks awaiting its conversion to caterpillar power; M420 645, the last M420 in BCR green; M420B 683, which will be converted into a road slug and Budd RDC BC21 — BRIAN A. ELCHLEPP

CHESAPEAKE & OHIO 614 The much-anticipated return of main line steam in the northeastern United States moved one step closer on September 14, 1996. Chesapeake & Ohio 4-8-4 614, which had been undergoing repairs at New Hope, Pennsylvania, began its ferry move to Hoboken, New Jersey. The Greenbrier is scheduled to pull a 23-car train on six excursions between Hoboken and Port Jervis, New York, in October.

The ferry move started with 614 moving down the New Hope & Ivyland under its own power on September 14. The locomotive sat at Warminster until after the sun set and SEPTA's Saturday evening commuter trains had cleared. Conrail hauled 614 behind GP38-2 8110 into Philadelphia over the old Reading Warminster line to Nicetown Junction, where it swung north on the former-Reading main (now Conrail's Trenton Line) through West Trenton to Bound Brook, N.J. The final leg over the former-Central of New Jersey and Lehigh Valley lines to Newark occurred in daylight on September 15.

The October trips are being run by Ross Rowland's Iron Horse Enterprises to benefit the United Railroad Historical Society of New Jersey in its effort to establish a museum in the Garden State. On September 21, 1996, the 614 pulled a five car trip between Hoboken and Port Jervis as a "dry run" to the October trips. This was 614's first major running since the 1985 coal train tests in the New River Gorge. The 614 was mechanically perfect.

TWO FORMER SOUTHERN PACIFIC RSD12s The Orange Empire Railway Museum in Perris, California, expanded its collection with the addition of two former-SP RSD12s. SP 2954 and 2958 were donated by Long Beach-based Metropolitan Stevedore, the last operator of the units, in December 1995. Before the units could be moved from the port a long list of repairs were necessary to make the pair FRA-compliant. The repairs included a complete rebuild of the brake systems, which required 2000 man-hours of labor by museum volunteers. The units moved on their own wheels, leaving the port in May and arriving in Perris on July 25, 1996. Movement of the rare pair was donated by Southern Pacific, the LA Harbor Belt and BNSF.

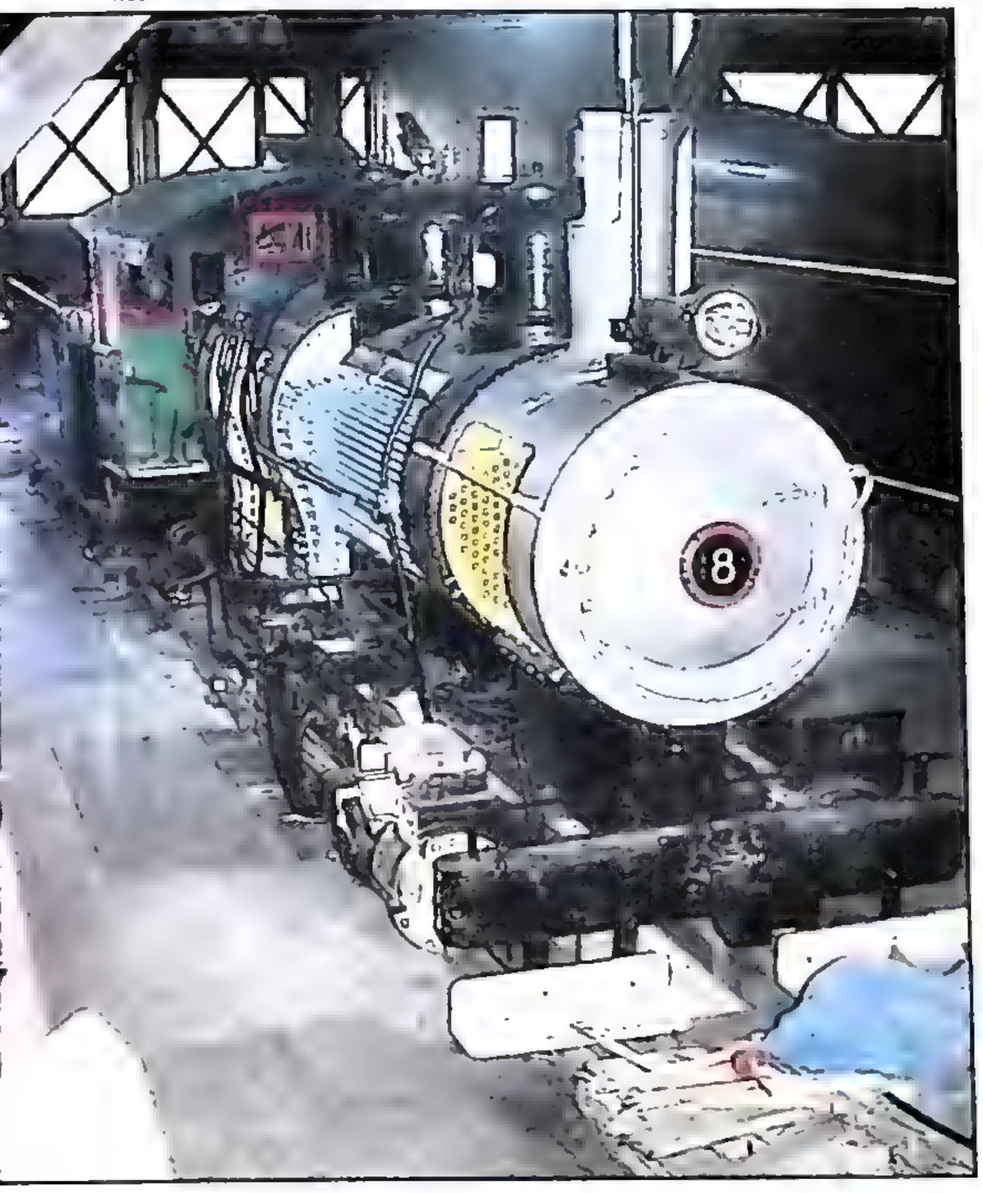
The two units were built in 1961 by Alco as part of a 21-unit order for SP. They served the Bakersfield freight pool (Central Valley - Tehachapi Pass), then moved on to Texas and Louisiana. After their retirement from SP in the early 1970s the two units were purchased by Metropolitan Stevedore and were numbered 1 and 2.

After the museum mechanical and curatorial staff have had an opportunity to more thoroughly evaluate both locomotives, a decision will be made regarding accessioning the locomotives into the collection. Depending on the results of the evaluation, one of the units may be offered for trade. OERM is seeking photographs, related diagrams and manuals and more information about where these locomotives served. Donations are also sought to offset the cost of acquiring the units. To lend assistance contact vice president of collections John Smatlak at OERM, P.O. Box 548, Perris, CA 92572; 909/943-3020 — PAUL HAMMOND and JOHN SMATLAK.

A LIGHTNING BOLT in red, white and blue has been applied to BCR B36-7 3607, the first unit to receive a "bolt" since two-tone green was discontinued in 1985. The unit was unveiled at the Squamish Shops on August 17, 1996, during the convention of the British Columbia Railway Historical & Technical Society. On display at the shop were 2-8-0 3716, PGE RSC3 561, B36-7 3607, RS18 621, M420 645, M420B 683 and rail diesel car BC21 (**right**).

KODACHROME. BRIAN A. ELCHLEPP

KODACHROME. KERMIT E. GEARY, Jr



WINDOWS INTO AN 0-6-0 were cut by J. David Conrad for Steamtown National Historic Site. Not yet completely finished on September 12, 1996, the locomotive is sitting in the Scranton roundhouse where work can continue into the winter. The open windows into the 1923 Baldwin permit viewing directly into the boiler, firebox and smoke box. This is the first and only "sectioned" steam locomotive in the U.S.

CHESAPEAKE & OHIO 614 steamed past the Wycombe, Pennsylvania, station on the New Hope & Ivyland on September 14, 1996 (**below**). The big Greenbrier was on the first leg of a trip that would take it from New Hope to Hoboken, N.J. The 614 was readied for service by Ross Rowland's crew at New Hope for a series of October leaf-looker trips on New Jersey Transit.

KODACHROME. KERMIT E. GEARY, Jr

KODACHROME. PETER J. SMYKLA, Jr

THE LAST ALCO RS3 BUILT is owned by Peter J. Smykla., Jr., on his Paperton Junction Southern near Pine Bluff, Arkansas. Shown on September 4, 1996, PJS 303 was built in August 1956 as Litchfield & Madison 303, the last Alco built with a 244 engine. It later ran for the Michigan Northern via Chicago & North Western.

TWO FORMER SOUTHERN PACIFIC RSD12s were donated to the Orange Empire Railway Museum at Perris, Calif., by Metropolitan Stevedore, the last operator of the rare pair (**below**). The 1961-vintage Alcos arrived at the museum on July 25, 1996. Both units are operable.

KODACHROME. OERM JOHN SMATLAK

1522 AT FORBES FIELD ON SEPTEMBER 1, 1996

UP GP39-2s DEPARTING TOPEKA, KANSAS, ON AUGUST 31, 1996.

1522 SLOWLY ENTERED EMPORIA ON SEPTEMBER 2, 1996.

THEY CAME to Topeka, Kansas, over Labor Day weekend, August 30-September 2, 1996. A total of 92,745 people were recorded to have entered Forbes Field, an historic military air field a few miles south of Topeka, to attend any or all of the 11th annual Topeka Railroad Days. Begun in 1986 when Union Pacific's 4-8-4 844 pulled a train across Kansas to commemorate the 150th birthday of the Sunflower State, Topeka Railroad Days has blossomed into one of the largest rail festivals in the United States — and also into a non-profit corporation with a seven-figure annual budget that owns Santa Fe 84-inch drivered 4-6-4 3463 and holds a lease on the Union Pacific passenger depot north of town which it plans to restore in the coming years. Topeka Railroad Days is already planning next year's event.

The star of the 1996 show for the railfans was clearly the Frisco 4-8-2 1522, which travelled from St. Louis, Missouri, to attend. Owned by the Museum of Transportation in Kirkwood, Mo., and leased and restored by the St. Louis Steam Train Association, the 1522 was hot for the entire event, and on Monday it pulled a 100-mile round trip between Topeka and Emporia, Kansas.

Other equipment operating and on display included Kansas City Southern's gorgeous new *Kansas City Southern Belle* business train, BNSF warbonnet-painted GP60M 131, Union Pacific GP39-2s 2744 and 2745 recently leased and freshly painted, plus a tri-level auto carrier freshly rebuilt at BNSF's Topeka Shops. Also on display were several cars from the BNSF executive fleet, pump handcars and track speeders and several tents and displays sponsored by the railroads, museums and rail historical societies.

Union Pacific and BNSF track gangs competed in the tradition of "gandy dancers" to build a section of track. With their "John Henry" hammers swingin' and ringin', these rough and rugged modern section-men attracted the biggest crowds at one time of any of the on-site rail displays. The rail equipment was lined up on a single track on the street side of Forbes Field.

The rest of Railroad Days included country fair-style tables and booths with vendors selling all kinds of local food and trinkets, and there were hobo displays, several full size live steam tractors and a few pieces of threshing equipment and several carnival and mini-train rides for the kids. The largest crowds gathered for three headline concerts by country music stars JoDee Messina (Friday night), Tracy Lawrence (Saturday night) and the Nitty Gritty Dirt Band (Sunday night); all three shows were

BNSF *GP60M* 131 AND THE KCS BUSINESS TRAIN AT RAILROAD DAYS ON SEPTEMBER 1, 1996.

Topeka Railroad Days 1996

by Mike Del Vecchio

free to Railroad Days attendees. All-weekend badges sold for $5.00 in advance and $10.00 at the gate.

In addition to the Emporia steam trip, the UP GP39-2s pulled six short excursions during the weekend to three separate cities: Lawrence and Desoto to the east and Osage City to the west (compass south). Even the diesel runs were photogenic, as this segment of original AT&SF still has several steam-era semaphore signals in service, including two sets near the 40-acre Railroad Days site.

The crew and fans of Frisco 1522 had

1522 AT RAILROAD DAYS ON SATURDAY NIGHT AUGUST 31, 1996

THE HARVEY GIRLS POSED WITH AT&SF 2-6-2 1015 AT EMPORIA.

A BNSF FREIGHT PASSES 1522 AT EMPORIA ON SEPTEMBER 2.

1522 HEADS EAST ON FORMER-FRISCO RAILS NEAR CONWAY, MO., ON SEPTEMBER 4, 1996.

their fun, too, with Railroad Days. The Mountain-type left St. Louis with its five-car mostly-blue and white *Firefly*-painted train on August 28th and ran north along the Mississippi River through Hannibal before turning west to Brookfield, Mo., for the night. On August 19th it continued west over the BNSF/NS "joint track" and into Kansas City, getting all the way to Topeka that night. After Railroad Days it ran east again on September 3rd back to Kansas City with SLSTA's own five cars and the BNSF consist. After dropping the BNSF cars at Argentine Yard west of downtown Kansas City, 1522 turned south onto former-Frisco rails with the five car *Firefly*. It ran like the wind before stopping at Fort Scott, Kan., one of 1522's old haunts, for thirty-seven-and-a-half minutes of scheduled servicing. From there 1522 continued over the serpentine rails to Springfield, the heart of the steam-era Frisco, where it tied up for the night. On September 4th, the 1522 continued east making easy work of Dixon hill. It stopped at Newburg for servicing and then ran to St. Louis where the UP escorted it to the Museum.

Topeka Railroad Days 1996 was a terrific success. While the BNSF was the best represented — after all, Topeka was the AT&SF's middle name — UP and Kansas City Southern were also very visible participants. For next year Railroad Days spokesman Devin Southerland says that steam excursions are definitely part of the plans, and that he'd like to vary the locomotives from year to year. Which will show? It's too soon to tell. Meanwhile, Topeka Railroad Days is a Labor Day weekend well spent for the entire family.

1522 ENGINEER DON WIRTH WAVES TO A SECTION CREW NEAR PACIFIC, MISSOURI.

1522 and BNSF GP60M 131 SPENT THE NIGHT IN DOWNTOWN TOPEKA ON SEPTEMBER 2.

GRAND ISLAND: A CROSSING IN TRANSITION

by Richard L. Schmeling

PHOTOGRAPHY RICHARD L. SCHMELING EXCEPT AS NOTED

CONSIDER the busy Union Pacific main line across Nebraska and its constant parade of merchandise, coal trains, grain trains and double-stackers. Mix in a former Chicago, Burlington & Qunicy line that was one of the primary coal corridors for the Burlington Northern, seeing ever-increasing movements between the mines in Wyoming's Powder River Basin and the electric generating plants in the Midwest and South. Now slap those two across each other at a level crossing controlled by a wooden interlocking tower, and you'll understand why Grand Island, Nebraska, had one of the busiest sets of diamonds in the country — and why something had to be done about it.

In recent years the Burlington Northern had been putting 25 loaded coal trains through Grand Island each 24-hour period along with 25 empty hopper trains returning to the mines. Union Pacific traffic levels were equally great. Until July 27, 1995, all this traffic converged upon Grand Island with the single-track BN crossing the three-track UP at grade. If the traffic was evenly spaced, getting trains through this crossing would be simply difficult. But traffic on both roads has a tendency to bunch, and delays were common as a result.

Heavy traffic at the diamonds took its toll on the track. The constant pounding of loaded coal trains caused bolts to work loose, anchors to move and spikes to pull. As BN coal trains hit the diamonds, a constant *rat-a-tat-tat, rat-a-tat-tat* created a din that made conversation in the area impossible. A BN employee noted that he lives about three miles from the crossing, and the pounding of trains on the diamonds could often be heard at his house. Daily maintenance was the norm at the crossing, and there were ample piles of supplies stacked nearby for use when the crossing parts required replacement. Neither railroad could afford to have the crossing out of service for long because of the volume of traffic.

The answer: Grade separation

As early as 1973, when the coal traffic from the Powder River Basin began to explode, the BN looked at the crossing in Grand Island and explored some sort of a grade separation which would eliminate this choke point. Studies were done, and the cost figures came back. Faced with expenditures to lengthen sidings, lay more double track and improve signals on the Lincoln-Alliance line to handle growing coal business, the BN couldn't make the investment and put the plans on the shelf. In 1982 the BN took another look at the Grand Island problem, but once again decided that it could not afford to do the project on its own.

THE BURLINGTON NORTHERN FLYOVER is in service at Grand Island on October 14, 1995, as Oakway SD60 9019 and BN SD60M 9228 (**above**) are northbound with an SEPX empty hopper train, and UP and C&NW C44-9W's (**below**) head up an eastbound van train.

One of the early proposed solutions had been to reroute the BN east around Grand Island, build the bridge over the Union Pacific east of the UP yard and then connect the new trackage to the existing line southeast of town. Further investigation revealed that this alternative would require the acquisition of much expensive new right-of-way. Another approach was examined which would simply use the existing corridor and elevate the BN line through town and over the UP at the old grade crossing site. By utilizing this alternative, BN was able to obtain $6 million from the Nebraska Department of Roads for the project. A number of in-town grade crossings would be elim-

Eight Twisters and a Tower

The two-story wooden tower guarding the BN-UP crossing did not receive much maintenance over the years. It would receive a coat of new paint from time to time, but it smacked of old-time railroading. The interlocking plant used the shorter levers and incorporated electrical systems compared to the tower at the BN-UP crossing at nearby Hastings, Nebraska, which had long levers that threw switches and derails by means of a rods, cranks and rollers.

The Grand Island tower was modernized to the extent that the operator had a radio set he could use to contact trains from both railroads. Otherwise, it was much the same as in the steam era.

Think of Nebraska, and weather extremes such as blizzards and tornadoes often come to mind. Grand Island has seen its share of both. In 1980 the area was hit by a tornado which caused extensive destruction in a number of areas. The recent movie *"Twister"* taught us about those who study tornados, and the 1980 Grand Island storm has been a favorite object of analysis. Students of weather believe that there were no fewer than eight separate tornado funnels in the area during that storm.

Shortly after this storm I was invited into the tower by the operator who recognized me from previous photo excursions. After discussing what traffic was coming, I casually asked about the recent storm. The operator's eyes got big, and he related that he'd been on duty during the early evening hours when the storm hit. He explained that he'd been alerted to the bad weather by the dispatcher who had been contacting crews of various trains in and near Grand Island to warn them to leave their trains and seek shelter.

The operator had seen various funnel clouds clearly outlined by lightning flashes. They were all around him. I asked if he had taken shelter, and he reminded me that the tower had no basement, and the first floor was filled with mechanical and electrical equipment which would present a hazard if the tower came down with him in there. He decided that he needed to man his post until relieved and stayed on the second floor as the storm hit all around him.

"This old tower would have broken into a million splinters if one of those would have hit right here," he reflected. "I guess I just decided that there was no place to hide, and I'd take my chances."

Railroading had its heros, even in 1980 — RICHARD L. SCHMELING.

THE PROBLEM OF DELAYS at the Grand Island crossing is clearly evident in this photo of two BN SD40-2s rattling the diamonds with a southbound loaded CEPX coal train while a westbound UP van train waits in the distance on June 11, 1994. Looking west along the UP main **(opposite inset)**, the recently de-activated wooden interlocking tower southwest of the diamonds is visible behind the caboose of a northbound BN empty hopper on May 27, 1983.

inated, improving motor vehicle safety, and additional funds became available by including this aspect in the plan. The City of Grand Island, long in favor of such an improvement, contributed $200,000 to the effort and held town meetings to sell the project.

As a result, on Thursday, July 27, 1995, the first BN train to travel the new alignment was able to "fly over" the Union Pacific. Getting to that point involved many problems, however.

Union Pacific: The senior road

The Union Pacific built through Grand Island as part of itss thrust west to Promontory, with track being put through town on July 8, 1866. Steam locomotive performance and train speeds were such that Grand Island was established as the first engine servicing facility and crew change point west of Omaha/Council Bluffs. A series of branch lines was later constructed radiating out of Grand Island, and a freight yard was built.

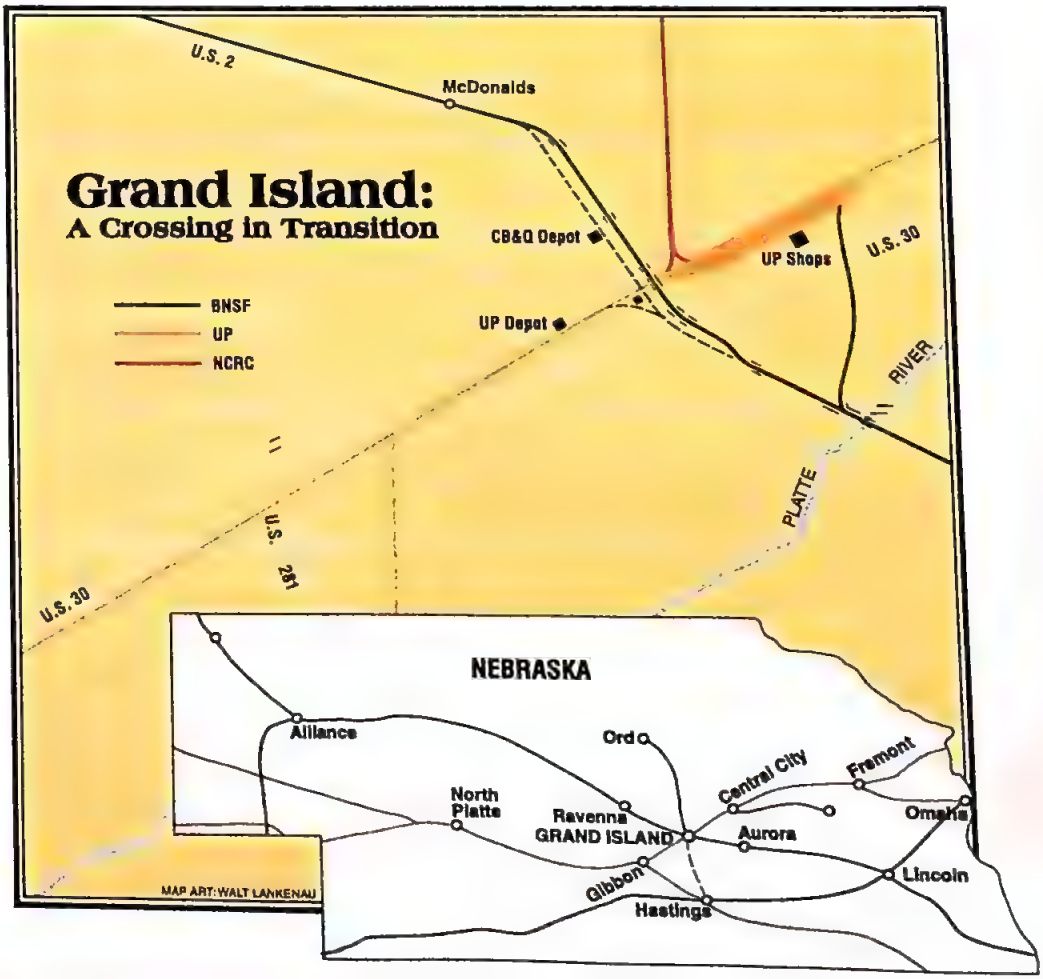
Grand Island also boasted a locomotive shop complex that lasted until the end of steam, although major shop work was done in Omaha or Cheyenne. A large roundhouse was constructed just to the southeast of the present crossing, and various storehouses, shop buildings and stockyards sprang up in the area.

Adding to the flurry of activity was the St. Joseph & Grand Island Railroad, which was built into Grand Island in October 1879. Its main line from Hastings brought StJ&GI trains to Grand Island, where it shared the passenger depot, freight yard, roundhouse and engine facilities with the UP (the StJ&GI became a part of the UP in the 1920s).

The CB&Q: The junior road

By the time the Chicago, Burlington & Quincy subsidiary Burlington & Missouri River reached Grand Island in 1884, the UP was firmly in place. An agreement was negotiated for the CB&Q line from Lincoln to Alliance to cross the UP at grade with a tower, manned by UP employees, to control the crossing. The CB&Q constructed a substantial brick passenger depot several blocks north of the UP crossing in 1911 to replace an earlier depot. A small yard was also laid out in this area, and the Burlington developed some local business which grew to the point that Grand Island had an assigned switch engine stationed there.

The line from Lincoln to Alliance runs generally northwesterly, and as it approaches Grand Island, it turns to a north-south alignment to cross the UP



and then curves back northwesterly at the north part of town.

Prior to the coal boom of the 1970s, the Q to Alliance was somewhat of a sleepy line. In the 1950s four passenger trains provided service until daytime 41 and 44 were discontinued in 1960. The night trains, 42 and 43, lasted until 1969. Freight traffic consisted of a number of stock trains out of Montana, Wyoming and the Sandhills of Nebraska until that business shifted to trucks. Time freights carrying traffic between the Pacific Northwest and Kansas City also were seen on this route, but CB&Q traffic density was sparse compared to the UP. Time freights continue to use the line, but coal traffic has become so heavy that at times the manifests are routed off the coal corridor so that they can get over the road. The relative traffic densities of the UP and the CB&Q at Grand Island changed soon after the 1970 BN merger when low-sulfur coal began to move in quantity. Traffic on the BN line has grown continually with coal movements predominating heavily.

The crossing tower

Control of the CB&Q-UP crossing was handled for years by a manned crossing tower with a mechanical-electrical plant. This plant also controlled entry into the UP Grand Island yard at both the west and east ends.

For many years the CB&Q was crossed by five UP tracks, the northernmost being a lead from the passenger station, located to the west of the tower, where branch line mixed trains departed. This lead carried the branch trains over the crossing to a wye northeast of the crossing where they then headed north on their journeys up the several branches. This lead kept the branch trains north of the busy double-track UP main line. Mixed service on the branches was discontinued in the 1960s, and the north lead was removed. Freight service on the branches continued with trains originating out of the UP yard.

Next from north to south were the eastbound and westbound UP mains. For many years a fourth track, the "St. Joseph & Grand Island Main" on the tower track diagram, also crossed the Q. This separate line allowed StJ&GI trains to proceed through the passenger depot and into the yard without fouling the busy UP mains. This track was eventually removed. The final track is the lead to the Grand Island yard and engine terminal.

Prior to the BN merger, the CB&Q and UP ran some hot through trains with pool power known as the "CGI" (Chicago-Grand Island) although these trains simply moved from Q track to UP track at Grand Island and continued west to North Platte. A connecting track southwest of the tower allowed the Q-UP to handle these trains.

The wooden interlocking tower governed the crossing until May 1983, when it was deactivated and torn down. Control of the junction was transferred briefly to the new UP Grand Island yard office located about a block east of the crossing. An operator in the yard office governed who got to go across when, but this function was later transferred to the UP dispatcher, with this function ultimately ending up in the Harriman Dispatch Center in Omaha.

The new kid in town

A new dimension was added at Grand Island in the spring of 1993 when the UP spun off a series of Nebraska branches to the Nebraska Central Railroad. The UP Stromsburg Branch extended from

THE NEW OVERPASS WAS IN PLACE but not yet in service on May 21, 1995, as SD70MAC 9574 hammered the UP diamonds with a northbound hopper train. With a bucket full of "ballast," a bulldozer (**below**) was pulling rail off a rail train in July 1995, resulting in this view (**left**) looking southward.

SCOTT BLAIR

THE NEBRASKA CENTRAL had a mixed bag of power on a grain train that was just set out in the UP yard (**top**); headed for the engine terminal on July 1, 1995, were NCRC GP38s 4202 and 4200. SP SD40T-2s 8321 and 8304 and UP SD60M 6205. On May 21, 1995, before the new BN line was opened for traffic, eastbound C&NW C44-9W's 8614 and 8704 (**above**) were photographed from the overpass as the BN local sat on the wye with GP38X 2162.

Central City, a few miles east of Grand Island, to Brainard where it stub-ends. This line passes through a rich grain-producing area with many elevators, several of which load unit grain trains. Nebraska Central was able to secure an arrangement which allowed it to exercise trackage rights over the UP main line from Central City to Grand Island and turn over trains to the UP in the Grand Island yard. The Nebraska Central power also is allowed to use the UP Grand Island service facility and shop.

A second line, the Ord Branch, extends from Grand Island northwestward about 60 miles through St. Paul to Ord. The elevator at Ord is equipped to load unit grain trains, which keeps the Nebraska Central busy. Trains come onto and off the Ord Branch on the north side of the UP yard where the wye to the branch is still in place. Power from trains on this branch must come out of the Grand Island engine facility and cross the BN line to access the north side of the yard and the wye.

The Nebraska Central currently uses a mix of its own power and UP road engines on both the Stromsburg and Ord branches. Activity at the crossing will often include Nebraska Central units, adding to the variety.

How can we do it?

Once the decision was made to go ahead with the construction of the new elevated BN trackage, there were a number of questions presented. First of all, the new alignment would have to be constructed while the old trackage was still in use. However, construction of the new fill would require elimination of the current yard trackage in Grand Island, and the Grand Island switcher would have to be relocated. Prior to the commencement of construction, the switcher was reassigned to Aurora, Neb., about 20 miles east on the coal line. Additional yard trackage was constructed in Aurora, and a new yard office was built as an operational base for the switcher. This construction took place west of the old Aurora depot which had been positioned near downtown for passenger and express traffic.

Once the new facilities were ready, the switcher (today a GP38-2 but formerly assigned an SW-1000 when based in Grand Island) was shifted to Aurora. This allowed yard trackage in Grand Island to be removed. A local originating at Aurora works west to Grand Island and handles the switching, returning to Aurora at the end of the day.

The alignment of the new fill at Grand Island was such that several existing buildings had to be torn down, and the businesses housed in them had to be relocated elsewhere. Next there was a problem in obtaining dirt for the fill. Grand Island sits in the Platte River Valley, and the surrounding area doesn't have hills that could be cut down for use in building the fill. The water table in Grand Island is high because the Platte River Valley is one giant sponge that retains water from the river flow. An arrangement was made to excavate dirt from several sites which would then fill with water, creating new recreational lakes for Grand Islanders to enjoy.

In order to attain the height necessary for crossing the UP, the approach from the north had to be gradual enough to allow loaded coal trains to maintain a decent speed. The new BN alignment comprises a total of 2.5 miles of fill.

Earthwork started on the south end in the spring of 1994. Not only did the UP main line have to be bridged, but just south of there U.S. Highway 30 also had to be crossed. North of the UP several overpasses had to be constructed to allow some streets to pass through the new fill. Pilings were driven, and bridge abutments were constructed as the fill activity was taking place. Earth-moving equipment working on the new fill would often come close to

the active track of the old alignment. The BN stationed a flagman atop the fill who was in radio communication with approaching BN trains. When a BN train was cleared across the UP diamonds, the flagman would communicate with construction personnel by CB radio and tell them to stand down until the train or trains had passed.

When the earthwork was completed and the overpasses were in, a connection was cut in on the north end of the fill to allow rail laying to begin. A concrete tie laying train was scheduled for mid-June, and by July 1, 1995, ties had been laid the length of the new line, and ribbon rail had been clamped in place. Ballast had been dumped, and the liner and tamper machines were putting the track in final alignment.

With the opening of the new track, the old UP diamonds were torn out, and the ground level BN track was taken up. The old brick passenger depot, still used by signal personnel, will be left to look up at trains passing high above on the new track.

Railfanning the new crossing

Since the new BN line runs north-south, photo opportunities are dictated by the time of day. Morning shots are best taken from the east side of the BN for trains in either direction, and light favors UP eastbounds, though UP westbounds will have good side-lighting from mid-morning on. About an hour either side of noon will have strong nose light on BN southbounds. In the afternoon light favors the west side of the BN and UP westbounds.

The prize shot would involve a BN train passing over a UP freight. Given the volume of traffic on both railroads, this sort of shot is possible but will require considerable luck.

There are some photo opportunities you may want to explore which do not involve the immediate area of the UP/BN crossing. BN trains descend off the new elevated track just west of Stuhr Road south of U.S. Highway 30. The trains are curving southeasterly at this point, which lends itself to some good morning shots but will not work for afternoon photography.

A new overpass over U.S. Highway 30 to the south of the BN/UP crossing provides some nice afternoon photo opportunities for BN trains in either direction from the west side of the fill.

North of the crossing, the fill continues quite a few blocks in a north-south direction. Morning shots from the east side of the fill and afternoon shots from the west side favor eastbounds (moving south), but early morning and late afternoon sun also provides good lighting for westbounds (moving northward).

Further north, in the area of Capital Avenue, the BN's new line descends off the grade and curves to the northwest. The line crosses Capital Avenue on an overpass and then rejoins the former track alignment further west. Later in the afternoon, you can get good shots of BN westbounds coming off the grade.

While the new BN line was under construction and trains were't running on it, some nice shots of the UP could be obtained from the fill. However, now that the line is in operation, BN trains traverse the new line at speeds in the neighborhood of 50 miles per hour! Obviously, trespassing is not encouraged.

Having a scanner will help you keep track of traffic. The BN is single track from a siding in the northwest part of Grand Island over the new elevation for several miles until it curves back to the southeast. BN eastbounds often wait at McDonalds in northwest Grand

ON OCTOBER 14, 1995, Kansas City Southern SD60 747 (**top**) was southbound behind Oakway SD60 9001 on UNSX loads, with the scars of the former BN line and diamonds visible in the foreground. KCS SD50 718 trailed Oakway 9054 (**below**) on a GSNX train, and UP E-units 963B and 949 (**right**) were moving home to Cheyenne, Wyo., on that same day.

island for westbounds to clear the single track, and scanner talk between the waiting trains and the dispatcher will often tip you off to movements.

The old BN alignment included a number of street grade crossings, and trains blowing for these could be heard for some distance. With the grade crossings eliminated, this advance warning is gone, and the first sign of a BN train in either direction may be the sound of diesels revving up for the grade.

Union Pacific westbounds tend to sneak up and are often hidden until almost at the crossing by freight cars in the yard. UP eastbounds have a number of grade crossings in the downtown area to blow for, and you can generally hear them coming in time to get set up for a good photo.

It's not uncommon for UP dispatchers to use the Grand Island yard area to sort out traffic. Thus, an empty coal train may pull down on the westbound main and come to a stop for a westbound double-stack or van train to run around it on the south (eastbound) main and cross back over to the westbound main just west of the BN overpass. At times, slower trains will wait for two or three of the hot trains before being allowed to proceed west.

Similarly, slower UP eastbounds may be sent into a long running track in the yard while hot traffic rolls past on the eastbound main. There are also freights which originate or terminate in Grand Island or pause to pick up or set out, which add to the activity.

Even though the traffic levels on both railroads are high, there will be lulls during any given day with no traffic on either line for up to 45 minutes. If you should happen to hit a lull, don't worry, because it will often be followed by a frantic burst of activity. During busy periods, trains may come through the area five or ten minutes apart.

Burlington Northern reports that traffic through Grand Island has decreased its transit time from Ravenna to Lincoln about two hours since the grade crossing was eliminated. When traffic is particularly heavy, crews may outlaw before reaching Ravenna or Lincoln, requiring a dog-catch crew to bring trains in. Saving a couple of hours becomes significant in keeping these dog-catch instances to a minimum. There are no comparable figures available from the UP, but observations of the crossing before and after the grade separation indicate that the UP also eliminated train delays.

Motive power

Union Pacific power through Grand Island will include a sampling of just everything on the railroad — plus pool units. Since the UP/C&NW merger, C&NW units are even more frequent than in the past. Van trains and double-stackers run with SD60M's and C&NW C44-9W's, with C&NW SD40-2s and UP C40-8s also showing up. Coal trains draw some of the new C&NW 8800-class C44-9W AC units and UP SD60M's plus some UP C40-8s and C41-8W's. Grain trains and drag freights have interesting combinations of UP SD40-2s and C30-7s. Locals working in the area use single GP38-2s and two-unit combinations. The Grand Island yard switcher is usually a GP38-2. Foreign power appears in the form of Conrail units and some SP and Norfolk Southern.

Currently Burlington Northern offers coal trains with three-unit sets of SD40-2/C30-7 combinations or two Oakway SD60s or two-unit sets of KCS SD60s or mixed sets of Oakway and KCS units. Continuing delivery of SD70MAC's has resulted in the increasing appearance of two-unit sets of the MAC's on coal trains. Intermixed with the coal trains, LMX B39-8/B30-7A B-unit combinations and SD40-2s in multiple are seen on the manifests and intermodal trains. Santa Fe C30-7 units, several still in the Kodachrome paint scheme, and SD40-2s are regulars through Grand Island. Most recently, the BNSF merger has resulted in the appearance of Santa Fe Warbonnet C40-8W and C44-9W units and a few GP60M's. Union Pacific units ranging from SD60M's and C41-8W's to SD40-2s and C30-7s are commonly seen as pool power on coal trains on the BN.

Both the BNSF and UP/SP mergers will likely continue to add variety to the already interesting motive power scene, and both railroads project traffic increases in the years to come.

From Lincoln to Alliance BNSF continues to construct additional miles of second main track to handle increased business. In the future what was a single-track line with passing sidings will become a mostly double-track line with some short stretches of single track like the new Grand Island flyover.

Union Pacific will have a three-track main line from North Platte to Gibbon by the year 2001. East of Gibbon, UP continues to convert what was a fixed-direction double-track main line with automatic block signals to bi-directional trackage under CTC with frequent, high-speed crossovers to add capacity and flexibility.

The railfan who includes a stop in the area should be able to look forward to more and more trains, so invest a day at Grand Island and enjoy the show!

FUJI VELVIA MIKE CONFALONE

THERE ARE SOME interesting things happening in the north country of Maine and Quebec. While the rest of the New England regionals and short lines plod along at their typical pace, Iron Road Railways is fast establishing itself as a major player in the area. With its purchase of the Bangor & Aroostook and the Canadian American (former CP Canadian Atlantic), Iron Road has begun putting into action an aggressive campaign to recapture business that has been lost to trucks. It's time to start taking notice.

Iron Road Railways Inc. (IRR) is a Washington, D.C., based holding company which specializes in acquiring underutilized rail lines and revitalizing business while creating new transportation efficiencies in the process. They own and operate over 800 miles of rail lines in the U.S. and Canada, generating over $50 million annually. In addition to the Bangor & Aroostook (BAR) and Canadian American (CDAC), Iron Road also owns and operates the Windsor & Hantsport Railway in Nova Scotia and the Iowa Northern Railway, as well as a trucking/warehousing concern called Logistics Management Systems (LMS).

FUJI PROVIA MIKE DEL VECCHIO

The Iron Road System

by Mike Confalone

FUJI PROVIA MIKE DEL VECCHIO

THE YARD AT SHERBROOKE, QUEBEC, had CP RS18 1864 as a yard engine and C424 4210 on the rear of a road set just in from Montreal on July 7, 1996, in the company of Canadian American GP40 No.40 in the new livery (**opposite bottom**) and the next morning (**above**) with MK lease unit 4302 (ex-IC 3074). A month later, a mix of leased power, BAR GP38s and a CP C424 (**top**) had Canadian American Train 4 eastbound at Bury, Quebec.

At this time, Iron Road is in an aggressive acquisition mode, according to company officials. The purchase of the remainder of CP Rail's lines in Southern Quebec (Sherbrooke Subdivision, Lenoxville to Farnham, to be named *Chemins de Fer du Quebec Sud* [The Quebec Southern Railway], as well as the Newport and Lyndonville Subs down into Vermont [to be named The Northern Vermont Railway]) should be completed by the time this is published. Tentative closing date for the transaction was late September at the time of this writing.

Effective April 22, 1996, Iron Road instituted a new dedicated freight schedule for trains originating on the Bangor & Aroostook in Maine and operating over the Canadian American to Sherbrooke for connection with CP Rail (St. Lawrence & Hudson) to Selkirk and Chicago. Much of the product is paper from Fraser Paper in Madawaska and Bowater/Great Northern Paper in Millinocket, as well as lumber and other interchange traffic coming off the New Brunswick Southern (Eastern Maine Railway) at Brownville Junction. At first, StL&H supplied Iron Road with SD40s running through all the way to Millinocket, Maine. This practice has ceased, and all Canadian American trains swap power at Sherbrooke, Quebec. Power west of Sherbrooke on the St. Lawrence & Hudson is generally MLW, with C424s and RS18s still dominating. Get your photos of the Alcos while you can, because they'll likely be disappearing fast when Iron Road assumes the operation. East of Sherbrooke, power for the Canadian American/Bangor & Aroostook is a mix of the older BAR GP38s, as well as the new repaints and the fleet of leased GP40s that CDAC rosters. The lone GP40 painted in the CDAC colors is also in the pool. For a brief period in July and August, 1996, CDAC also leased four or five C424s from St. Lawrence & Hudson which operated exclusively between Millinocket and Sherbrooke.

For the visiting railfan, the combined BAR/CDAC/St. Lawrence & Hudson is well worth a look. For many years, operations on the former Canadian Atlantic Sherbrooke Sub were unpredictable at best. Much of the operation in Quebec and Maine was at night, and daylight trains were often tough to come by, especially in the last years of operation. Today it is possible to see up to four trains during daylight between CDAC/BAR and StL&H. The following is a summary of the current combined BAR/CDAC schedules as well as those for St. Lawrence & Hudson. Keep in mind that after assumption of the trackage west of Sherbrooke and into Vermont, operations will be modified, though it is expected that most activity will continue to run in daylight.

Train No.1. Westbound BAR/CDAC leaves Millinocket, Me., early morning, usually by 7:00 a.m. Connects with New Brunswick Southern at Brownville Junction. Arrives Megantic, Quebec, around noon.

Train 915. Westbound St. Lawrence & Hudson on duty Sherbrooke upon arrival of CDAC No.1. Crew call time can vary, though generally departure has been 2:00 to 4:00 p.m. This train will handle the traffic brought in on CDAC No.1. Power is StL&H MLW's or SD40s.

Train 905 westbound / 906 eastbound. St: Lawrence & Hudson, times vary more than the 915, though there is a good chance of seeing at least one of them on the line between Sherbrooke and Farnham during daylight.

Train No.4. Eastbound CDAC/BAR leaves Megantic between 5:00 and 7:00 a.m. It may do work at Brownville Junction on its way back to Millinocket. Any eastbound train on this schedule would be good for photography in the Moosehead Lake region of Maine as well as on Onawa trestle.

Train No.3. Westbound BAR/CDAC generally leaves Millinocket between 3:00 and 5:00 p.m. May pick up at Brownville Junction on its way to Sherbrooke. This is a terrific train to chase on the BAR, especially in summer months, but it will traverse most of the Sherbrooke Sub in darkness.

The future

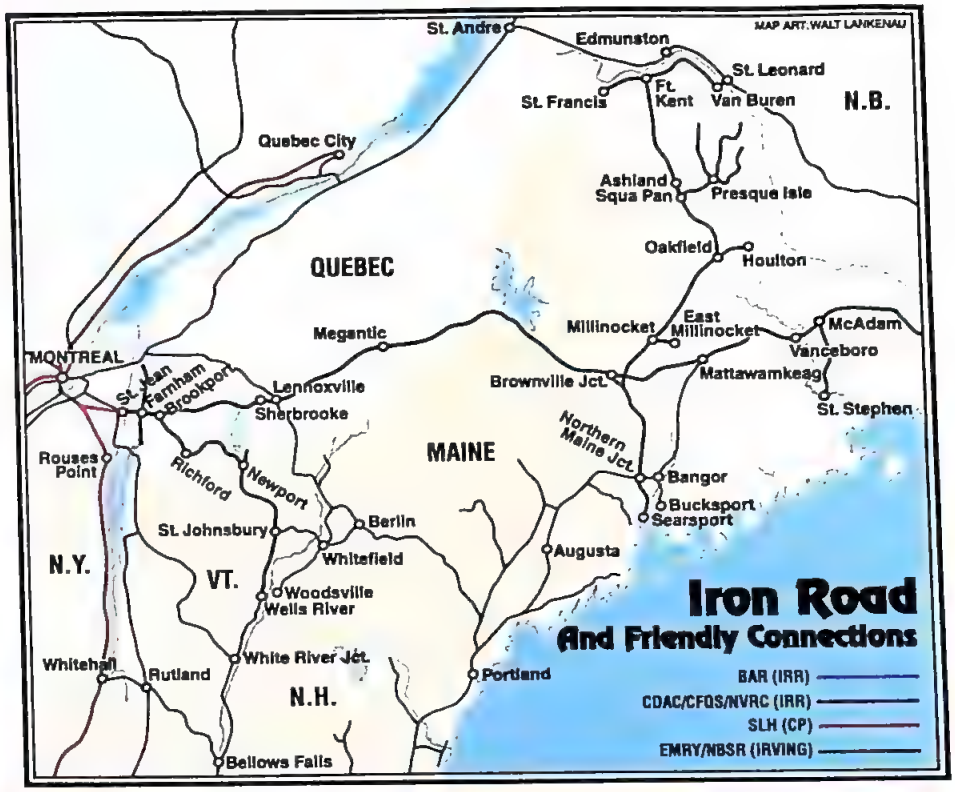
According to IRR's president and CEO Robert T. Schmidt, "The prospective acquisition of the additional 250 miles of track from CP Rail system in Quebec and Vermont will strengthen our ability to offer shippers throughout the Atlantic provinces and northern New England a fully integrated transportation system focused on quality customer service. Control of these lines will add to our own operating efficiency and provide improved direct connection with our Class I partners in the greater Montreal area, which will further benefit our customers."

For railfans, the future is bright, indeed. With the purchase of additional trackage

FUJI PROVIA. MIKE DEL VECCHIO

IRON ROAD'S "new" Bangor & Aroostook historic livery was on GP38 300 (**right**) on July 7, 1996, at Sherbrooke. Sister 302 (**opposite**) was leading Canadian American Train 1 into Sherbrooke in August 1996. St. Lawrence & Hudson Train 915 (**top**) was westbound at Foster, Que., on August 11, 1996, with CP RS18 1821 and C424s 4237 and 4227.

FUJI PROVIA MIKE CONFALONE



FUJI VELVIA MIKE CONFALONE

in Quebec and Vermont, Iron Road is busy securing a fleet of locomotives for use system-wide. All 17 of the old Bangor & Aroostook GP38s are in the process of being completely rebuilt at NRE in Silvis, Ill., complete with Q-tron microprocessor controls and a new dress of BAR's classic blue and gray. The first rebuilds were out by the end of August. Iron Road is considering a fleet of 19 ex-SP GP35s for use on the Canadian American/Quebec Southern and Northern Vermont. And who can argue with that Canadian American livery of CP Tuscan and gray? Iron Road is also designing specific heralds and color schemes for its new operations in Vermont and Quebec but may incorporate the CDAC paint design for its locomotives.

Iron Road management sees significant opportunity for increased local business along the entire former Sherbrooke Sub as well as the Vermont lines. The St. Johnsbury, Vermont, area is being targeted as a key truck-to-rail facility. And there are many other developments on the horizon. But we'll save that for the next story.

Indeed, the Iron Road system is making headlines!

SEPTEMBER 10, 1996

A TYPICAL TEHACHAPI TUESDAY

by Ted Benson

"Now some guys they just give up livin,'
"And start dyin' little by little, piece by piece.
"Some guys come home from work and wash up,
"And go racin' in the street."

(*Racing In The Street*, Bruce Springsteen, 1978)

11:05 p.m., Monday, September 9, 1996

The song on the tape deck is a familiar old favorite, just like the road stretched out before the headlights of the cream and gold '86 Ford van rolling south from Modesto on U.S. 99. Highway 99, the main street of central California, rides shotgun to Southern Pacific's valley main line — two roads I've come to know well over 48 years of living. The twin ribbons of asphalt and steel have been a pathway to the soul for this son of the San Joaquin. No matter where the journey takes me, it usually begins right here.

It's been a long day, filled with last minute errands that include a quick trip to Sacramento to retrieve a camera from the repair shop. Normally, I'd call it a day and revise my travel plan for an early morning departure. But tomorrow is no normal day. Thirteen decades of California history are coming to an end. Twenty four hours from now, Southern Pacific will conclude its last full day of independence. Thirty six hours from now, 133 years of full-throttle railroading will vanish under the penstrokes that convey Espee's title into the hands of Union Pacific. The Octopus is sushi.

I've lost track of the times I've encountered Espee this way — catching up to the red blocks and rear markers of an eastbound train, watching the headlights on the highway playing on the cars as I work my way up to the head end, eager to discover what's on the point. My earliest memories go back to 1952 and SP's Los Angeles-bound *West Coast,* Pullman green and *Lark* gray heavyweights behind an MT-class 4-8-2. Tonight, steam is long gone, replaced by three generations of diesel. Tonight's version of the *West Coast* is a lumber-laden Eugene-West Colton "Q" train behind a pair of SD70M's, SP 9819 and 9815.

I pull even with the 9819 south of Merced, rolling down the side windows to absorb the full blast of the diesel's distinctive chime as the EUWCQ whistles over the rural grade crossings, working on yellow approaching Lingard. Blinded by the train's ditch lights, a barn owl flaps its wings and wraps its talons around a wire on the trackside CTC code line. Forty five minutes to midnight, three and a half hours to Tehachapi. With luck, dawn will find the 9819 approaching Tunnel Two.

Tuesday, September 10, 1996, 6:05 a.m., Tunnel Two

"Double yellow at Ilmon, 9819 East."

Bingo! The scanner's been on all of ten seconds when last night's prediction comes to pass. Down in the canyon below Caliente, the EUWCQ is preparing to be my first train on a very special day. Well, make that the first train photographed. Trains have been rumbling under my bed all night long. You don't need an alarm clock at Tunnel Two. What you need is more than three hours of interrupted sleep.

It's a T-shirt morning in the Tehachapis — lows in the mid-60s according to the obscenely perky DJ on radio station KUZZ who greeted the 3:00 a.m. gas-'n-coffee stop outside Bakersfield — and I'm wearing an old favorite: Kevin Bunker's *Daylight* E9 design featuring SP 6051 from the state railroad museum collection. My hat's another prized warhorse: a tan corduroy ballcap with an SP Oregon Division safety patch that's absorbed the sweat of many a beet train chase. These days the shirt is rarely worn; the hat's been retired for years. But today? On this occasion the foamer's wardrobe has been carefully chosen and ceremoniously slept in. Storming up the 2.1% to tunnel Two at 6:28 a.m., half an hour ahead of the sun, the crew of Extra 9819 East seems unimpressed.

I'm keeping the day's shooting script wide open. Right now, a chase of the 9819 tops the list. But they're meeting a westbound pig train at the Bealville crossover — probably a Santa Fe, but I'll linger at Tunnel Two just in case. Good call! It's the LABRF, the hot *Los Angeles-Brooklyn* (Portland) *Forwarder* — the train I grew up knowing as the advance section of the fabled *Starpacer.* And today's F train looks like a *Starpacer:* a mile of silver piggyback trailers behind a locomotive consist straight out of 1966: SD45 7431 leading another Flare '45 and two 7300-series SD40s! Racing down the old highway from Tunnel Two, there's no time to beep-beep for the roadrunner striding across my path at Bena, where the sun peeks over the mountains at 6:57 a.m. Four minutes later,

6:57 A.M. — SUNRISE AT SANDCUT. Southern Pacific, September 10, 1996.

"Tonight, tonight the highway's bright,
"Out of our way mister you best keep.
"Summer's here and the time is right,
"We're goin' racin' in the street."

PHOTOGRAPHY TED BENSON

7:05 a.m. — SP 7431 leads the LABRF up to Sandcut. "A locomotive consist right out of 1966."

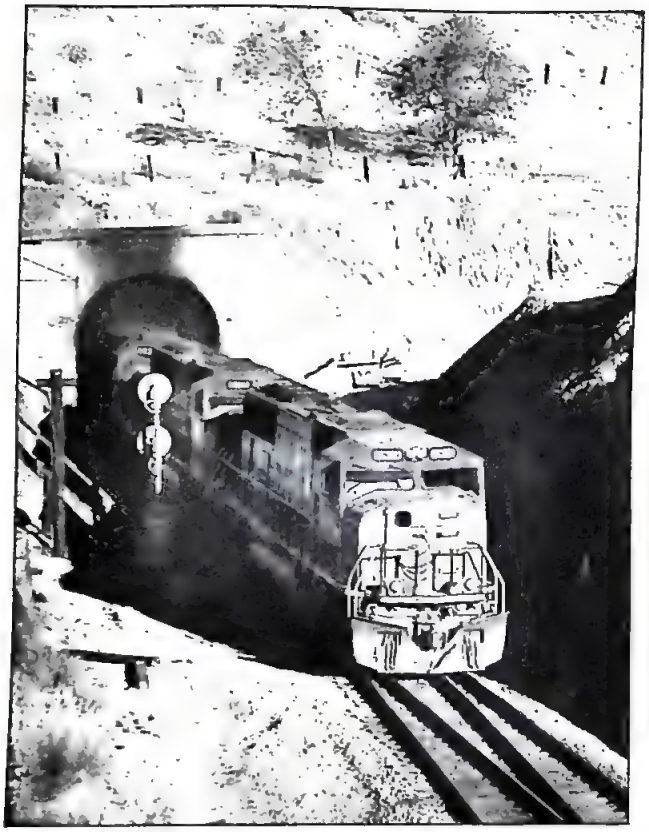
Extra 7431 West is blowing by the milepost 328.6 detector at "four nine miles per hour," thundering up the 0.9% to Sandcut under an amazingly clear exhaust. One good thing about filling your thermos at 3:00 in the morning — the coffee's still hot at 7:00. I pour my first cup and point Goldie down Tower Line Road, joining the trucks on Freeway 58 in search of 9819, Woodford and the loop.

8:05 a.m., Walong

It's a typical Tuesday on Tehachapi. An Espee tie gang is reporting for work at Woodford, a steel gang is looking for track and time at Rowen and the ribbon rail train is figuring out the day's moves at Caliente. We'll see most of our trains early and late with a five-hour work window in the middle of the day. I'm hoping there's time for a long lunch and nap.

Extra 9819 East sends up a pulsing cadence from Woodford, where the Tehachapi work train and Santa Fe 884 West hold for the meet. I bounce over the tracks and park inside the loop at Walong, opting for camera locations along the cut east of Tunnel 9. It's the first place I shot the loop back in 1972 — the first place most fans shoot Walong — and the sharp morning light is working to prime advantage. There's hardly time to admire Bill Hood's engineering genius before 9819 pops out of the tunnel and snarls past the west switch. Espee 8239, an SD40T-2, has been added to the SD70M lashup while 50 cars deep in the 76-car train, SD40M helpers 8582, 8587 and 8585 lend 9,000 more horses to 11,000 up front. In six minutes of complete cacophony, the EUWCQ ties itself in the obligatory knot and uncoils toward Marcel. Blessed silence fills the air, along with a cool breeze wafting up from the canyon of Tehachapi Creek. There's time for a second cup of coffee and contemplation.

No place defines "Tehachapi" like Walong. The railroad gains only 78 feet of elevation in the 4,800 feet between switches, but it's the way the rails climb, spiraling around a succession of 10° curves before executing the full 360 over Tunnel 9, that captures the imagination. Twelve decades have passed since William Hood's construction crews threw their iron lariat around the unnamed sugar loaf at Walong and created one of the wonders of the railroad world. Espee maintenance men have steadily upgraded Hood's railroad since, but no one has found a better way to move trains between Bakersfield and Mojave. Deciding on a place to spend my last day with the SP



8:05 A.M. — SP 9819 climbs eastbound through Tunnel 9 at Walong and three minutes later (**above right**) howls over helper 8582, in the midst of "six minutes of complete cacophony."

8:11 A.M. — HELPERS 8585/8587/8582 on the EUWCQ pass the Walong memorial bench. "A prayer of thanks to Cross, Reiss and all the 'brother rails' who paid the ultimate price."

was simple. There's no place like Tehachapi.

Not much has changed at Walong since 1972. There's more graffiti on the tunnel portal, but I've seen worse. Of course, there's the memorial. I'll never forget May 12, 1989. The day began with the joy of watching SP 4449 building steam at Fresno to bring a "Spirit of the West" shipper's special up the valley to Sacramento — and ended with the sobering television scenes from San Bernardino, where a runaway SP freight had careened into a quiet neighborhood after losing its air on Cajon Pass. Two brave railroaders perished that morning, conductor Everett Crown and brakeman Allan Reiss, along with two children in a trackside home. In memory of the two trainmen, plus "all who have given their lives for the Mountain Divisions of the Southern Pacific and Santa Fe Railroads," a large white cross, plaque and park bench were erected at Walong. There's no better day than today to pause and offer a prayer of thanks to Cross, Reiss and all the "brother rails" who paid the ultimate price in the execution of their duties.

The morning parade concludes at 8:38 a.m. as SP 9358 West slides off the mountain with two SD45T-2s, a Flare '45 and a straight '40 leading the *Los Angeles Pacific Coast Express* on the system's hottest Portland run. Up the hill at Cable, the tie gang has mounted a motorized assault on the roadbed between Tunnel 14 and the east switch at Marcel. The army will move west as soon as they clear the 9819 and Work Extra 8590 East. The Tehachapi work train is running cab-hop to Palmdale to meet the West Colton work train and return with a switch panel for Bakersfield.

A cab-hop? Absolutely! Of all the things I didn't think I'd see today, a working caboose must be Number One. Between the EUWCQ and conductor John Delvaux's massively overpowered work extra, the run into the Mojave Desert will be entertaining.

12:35 p.m., Mojave

One thing I can say about this town: over the last two decades, the restaurants haven't improved. Today's lunch is singularly forgettable. Passing a billboard for Marie Callender's on Highway 14 south of town only serves to inflame the seething mass behind my belt. Next time I'll go over to Lancaster. But the trains are here, and even on a slow day, Mojave is busy. The Blitz Local wanders out to the cement plant at Creal, the Palmdale work train spreads ballast at the site of a new bulk oil loading facility that will remove the fabled Oil Cans from Tehachapi, and over the hill from Ansel, Work Extra 8590 wanders back west with the switch panel in tow. Up in caboose 4759, conductor Delvaux is preparing lunch, stuck for another two hours behind the

8:25 A.M. — TEHACHAPI work train with SP 8590 and caboose 4759 departs Woodford eastbound. "Of all the things I didn't think I'd see today."

ballast crew's track and time. I've never seen a cheese sandwich look so good.

John's caboose is the real thing, a definite home away from home. A well-stocked ice chest and chesty pinups on the wall add to the ambience. Delvaux's held the work train the last two years. With all the wear and tear on the mountain, Tehachapi work trains provide a stable income. The railroad has changed a lot in the 14 years since Delvaux and I last crossed paths. In the summer of 1982, John was bringing one of the last Lone Pine locals over the Searles shoo-fly, a resurrected piece of 1908 right-of-way that had restored service to Trona while SP recovered from a disastrous tunnel fire. In 1982, Espee was still the railroad with big shoulders, the outfit undaunted by any natural (or unnatural) act. But two weeks after Delvaux's SD9s made the last run over the Searles shoo-fly, *Forbes* magazine pronounced the SP doomed. A year later, Santa Fe moved in for the kill. And tomorrow? "They're signing the papers tomorrow?" John Delvaux knew the end was near, but had no idea today was SP's last full day. "I'm not expecting any major earthquakes right away," he says of UP's takeover, but we both know change will come, as earth shaking as any tremor to strike Tehachapi. Lunch over, Delvaux steps into the doorway, peeling the label off his empty Dr. Pepper bottle. "No prize — try again." The moment strikes me as prophetic, but I'm too tired to determine why.

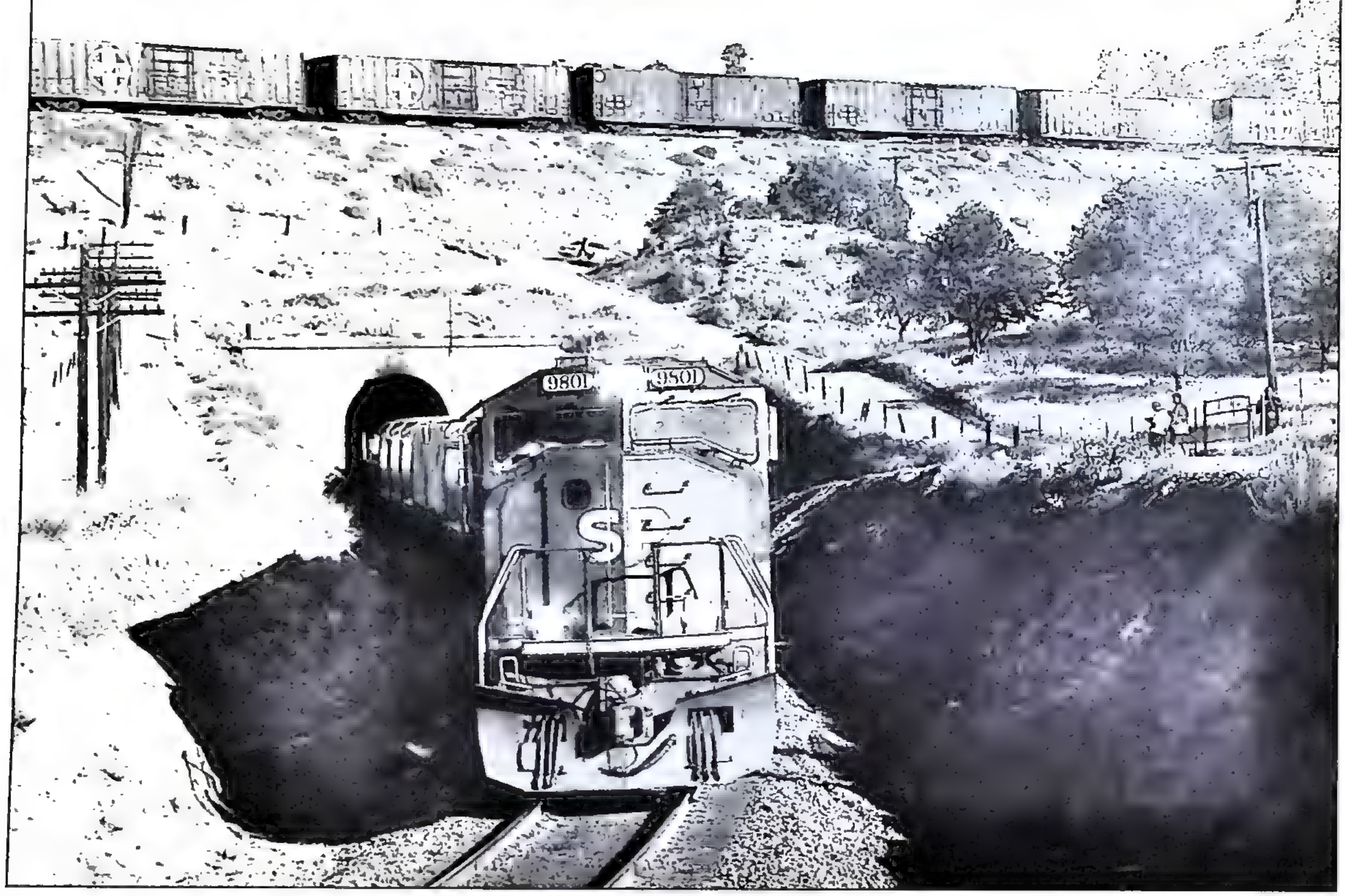
3:25 p.m., Marcel

Maintenance of way flagman John Garcia is ready to call it a day as he lines the tie gang's caravan into the set out track at Marcel. In 34 years with SP (and six prior years on Santa Fe), Garcia's handled every job on the section, most recently as truck driver or relief foreman. "I'm not real happy flagging," he explains. "I like to be moving around and getting my exercise. Standing in one spot all day you feel all the little aches and pains." Like others I encounter, Garcia's not aware that today is SP's last. He's not sure about Union Pacific, but with one year left in his railroad career, John isn't too concerned. "Next year I retire, so why worry?"

With the work window closed for the day, the Denver dispatchers can go back to running trains. Santa Fe occupies center stage for the next hour. The tie gang is still wrapping up loose ends when the 991 rolls east through Marcel with warbonnet GE 541 leading four GP60M's and a mile and a half of trailers. Over at Walong, ATSF 5060 East is holding outside Tunnel 9 as Santa Fe 5009 West slips down to clear the siding. Ahead of the two Santa Fes, SP's PTLAF manages to squeak through, hot on the FRED of the 991. Two more 1966-vintage SD40s lead the Portland-L.A. Forwarder, spliced by a lonely GP60. It's a typical power display for Espee: "cinder blocks" on the hotshots while the boxcar drags get new SD70M's.

A few fans have finally found the loop

12:35 P.M. — CONDUCTOR John Delvaux peels the label on his Dr. Pepper bottle aboard caboose 4759. "No prize — try again."



5:15 P.M. — SP 9801 WEST exits Tunnel 9 at Walong (**top**). "A few fans have finally found the loop."

3:25 P.M. — MAINTENANCE OF WAY flagman John Garcia puts away the tie gang at Marcel. "I'm retiring, so why worry?"

this afternoon, but overall, I'm a bit surprised that a day so significant in SP history has gone so unrecorded, especially on Tehachapi. Two of the half-dozen buffs at Walong are British, off to "the colonies" on holiday, aware of the pending merger, but most pleasantly surprised to find themselves here at such a propitious moment. All considered, I can't get angry when one Englishman innocently parks his rental car on the fill adjacent Tunnel 9 and runs down the bank to photograph the over-under action between the two Santa Fe trains. A "local" wouldn't do that, but this guy's not from around here.

5:15 p.m., Walong

The Santa Fe standoff is quickly resolved as the 5060 East pulls its boxcar train into the siding above Tunnel 9. The 5009's non-clearing intermodal train resumes its downhill trek, and I expect the 5060 to be going any minute. The only scanner chatter I've noted on the SP side has been the 8255 West, and 5060's location on Walong siding obscures my view of the main line. I can see the westbound Espee train behind the red Santa Fe boxcars on the loop, but it's only when the train clears the tunnel, K-5 blaring, that I discover this isn't "SP 8255." It's SP 9801, trailing sister 9802 and SD40M 8592. With sundown less than two hours away, it's time to think about chasing a westbound down to Bakersfield. The sight of two SD70M's on the *West Colton-Eugene Manifest* makes the decision a "no-brainer," which in my advanced stage of sleep deprivation takes all the cognitive power I have left. At this point, with most of the day's photographic goals realized, I'm putting my shot selection on cruise control.

Further creative function will revolve around the safety slogan on John Garcia's hardhat: "Stay focused."

6:45 p.m., Edison

What was it that cheery DJ said about this afternoon's weather? Highs in the mid-90s and a chance of cloudiness? It's been nothing but seamless blue sky all day, but from Freeway 58 I can detect a hint of cirrus west of Bakersfield. No big deal. Santa Fe 5009 is making great time down the hill, and 9801's right behind him. And then the detector at milepost 343.8 goes off: "stop your train, stop your train ... first hotbox, right side, axle two hundred." Dammit! Santa Fe 5009 comes to a halt between switches at Cliff.

Normally, I love to shoot Santa Fe on Tehachapi. Not today. This afternoon, Uncle John has done nothing but gum up the works. By the time 5009's hotbox is ruled out as detector malfunction, the clouds are covering Bena. The 5009 makes it through the classic "hills full of curves" shot above Tunnel Two in screaming sunshine, but by the time SP 9801 shows up, the golden grass is as gray as the locomotives' hoods. Ansel Adams couldn't get these tones to separate. Funny — the last time I shot here in May, a similar event occurred. As I told Dick Dorn then, I'm telling myself now: this is God's

7:59 P.M. — SP 9801 prepares to depart Bakersfield westbound. "Like a moth to a flame ... it's hard to let go."

way of saying you're having too much fun.

The crew of the WCEUM might differ on the subject of "fun." Their hours of service expire at 7:00 p.m. Getting hammered at Cliff means they won't make Bakersfield. East of Edison, where Allard's clouds have melted into satin sheets of sunset gold, 9801 pulls down to a stop at Comanche Road. The road crew steps into a waiting van as a Bakersfield yard crew climbs aboard for the last eight miles into town. I've got 20 minutes of light left. Big deal. Today's sunset train is Santa Fe 895. And the sun's in the wrong place.

7:55 p.m., Bakersfield

There's nothing like a cold soda to take away the taste of a less-than-stupendous "last" photo. And who says I have to put the cameras away after sunset? The 9801's still sitting in front of the Bakersfield depot, blue flag and lantern hung from the engineer's armrest as the carman completes his inspection and air test. "Faux Flare" 8592 has cut off and moved to the service tracks, joining a few sister SD40M's awaiting helper calls. The soft yard lights playing over the SD70M's and their train remind me of Steinheimer's studies of Bakersfield nights 30 years ago. And like a moth drawn to a flame, where there's light, there's a photographer. It's hard to let go of this railroad, especially at this late hour. I burn film until the flags come down, then stop to count the cars and memories as Extra 9801 West rolls off into the valley night.

11:45 p.m., Fairmead

Modesto's an hour away, dinner was two hours ago, and this story is over. Almost. Espee has sent six eastbounds my way since leaving the truckstop cafe outside Bakersfield, and north of Madera, I'm finally catching up to one lonely westbound. Could it be? The covered hoppers on the rear tell me I'm right — it's the 9801. What better train to take me home?

This is no time for sweet country music on the radio. With three hours sleep in the last 48, I need a strong dose of rock 'n roll. That favorite old tape from 1984 is back in the tape deck, filled with pearls from Springsteen, Mellencamp, Steve Miller and Little Steven. I'm still hanging on the train's rear end two miles south of the hamlet of Fairmead when Neil Young unexpectedly pops out of the speakers. You want a definition of "serendipity"? This is it. The godfather of grunge is chugging into *Southern Pacific*.

"*Down the mountainside to the coastline,*
"*Past the angry tide,*
"*The mighty diesel whines ...*."

I put my foot into Goldie, ratcheting the old girl up to 80 m.p.h. We've *got* to get to the headend. Fifteen cars ... ten ... five. Extra 9801 West and Neil Young arrive Fairmead right on the chorus.

"*Roll on ...*"
HONK!
"*Southern Pacific.*"
HONK!
"*On your silver rails.*"
Honk! HOOOOOOONK!
"*In the moonlight.*"

You couldn't improve on an ending like this. The only thing missing is the moonlight.

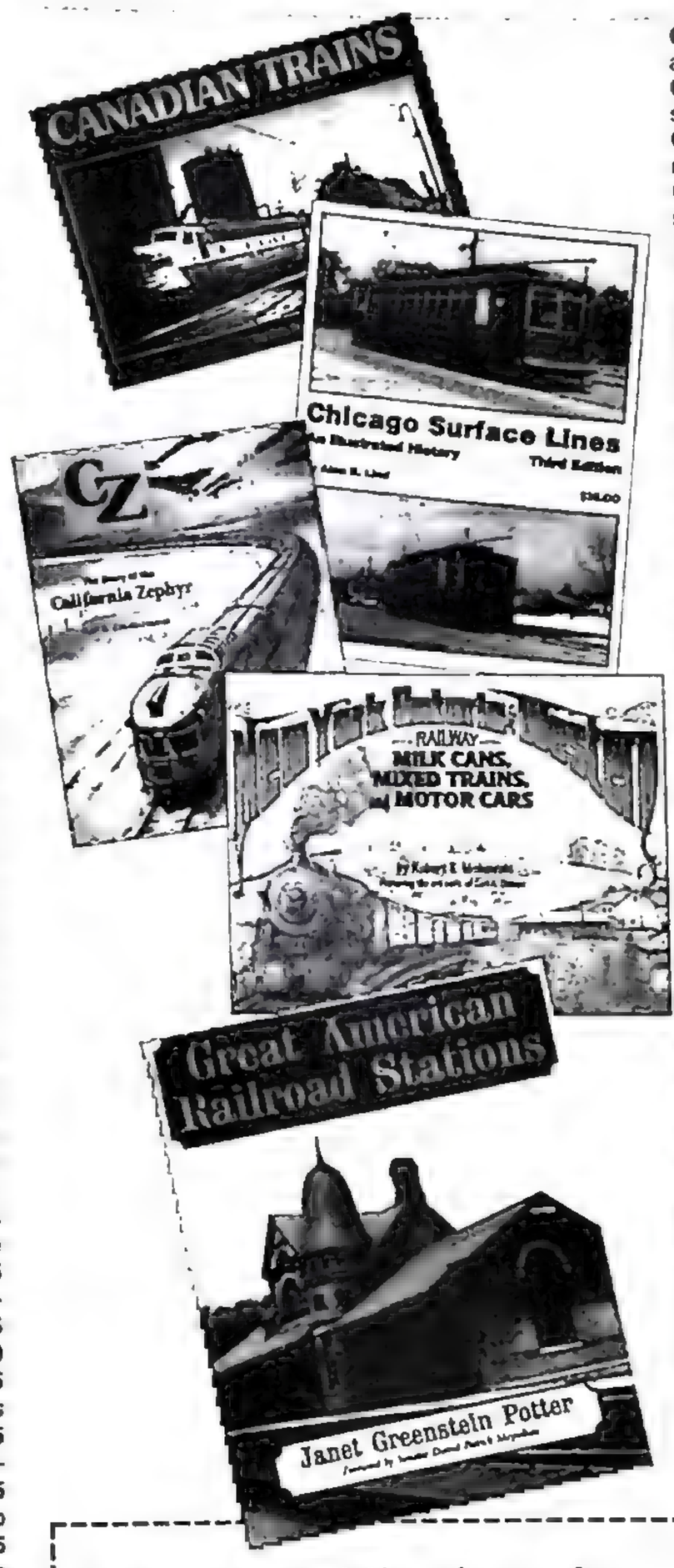
6:47 P.M. — BAKERSFIELD yard crew "dog-catches" SP 9801 east of Edison. "I normally love the Santa Fe on Tehachapi, but not today."

THE BOOK DEPOT

Alaska's Wilderness Rails (A15127), Brovald. History and photos of ARR. 102pp soft **$9.95**
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard **$41.95**
American Locomotives in Historic Photos (A14400), Ziel. A sampling of steam power. 130pp soft **$12.95**
America's Workhorse Locomotive: the 2-8-2 (A13428), LeMassena. Pictorial summary. 80pp soft **$14.95**
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft.**$15.95**
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft **$12.95**
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. **$7.95**
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...**$15.95**
B&O's East End: "Neck of the Bottle" (A17051), Hollis & Roberts. Harpers Ferry to Cumberland. 224pp hard....**$50.00**
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....**$15.95**
B&O Great Photos...A Pictorial (A17050), Roberts. From steam to CSX, in color & black white. 206pp hard.....**$40.00**
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard **$50.00**
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .**$44.95**
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard **$49.95**
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard **$39.00**
Burlington Northern into the 90s (A15652), Shine. A motive power pictorial. 208pp hard **$48.00**
Burlington Route Color Pictorial Vol. 1 (A15655), Holck. CB&Q in steam-to-diesel transition. 128pp hard **$49.95**
By Streamliner New York to Florida (A13814), Welsh. Passenger trains to the Sunshine State. 144pp soft.....**$39.95**
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard **$49.50**
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard **$46.95**
Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard **$39.95**
Cascade Division (A17070), Burwash. B&W photos of BN and Milwaukee Road in Washington. 128pp hard **$39.95**
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft **$8.95**
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard **$35.00**
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft **$18.95**
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft **$11.95**
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard **$49.95**
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft **$12.95**
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....**$39.95**
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....**$54.95**
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft **$12.95**
Coal, Cinders and Parlor Cars (A16026), Colo. RR Museum. Colorado passenger trains. 236pp hard **$39.95**
Colorado & Southern (A13803), Grenard. A pictorial of the standard gauge. 68pp soft **$13.95**
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft **$15.95**
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . **$7.95**
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... **$21.95**
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . **$26.95**
Conrail, Volume 2 (A16904), Hartley. 1983-1990 operations in color. 112pp hard **$39.95**
CSXT Diesel Locomotives & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft **$19.95**
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft **$9.95**
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard **$45.00**
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard **$49.95**
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft **$24.95**
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine. 384pp hard **$35.00**
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard....**$26.95**
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard **$48.00**
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft **$17.95**
EMC's FT (A16135), Diesel Era. Extensive, illustrated coverage of the "revolutionary diesel." 130pp soft.....**$24.95**
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft **$9.95**
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the ¸West End.¸ 128pp hard **$45.00**
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard **$45.00**
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....**$49.95**
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....**$39.95**
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard **$45.00**
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft **$21.95**
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft **$15.95**
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft **$13.95**
The Gilpin Gold Tram (A12613), Ferrell. Colorado's unique two-foot mine railroad. 120pp hard **$32.95**
Golden Decade of Trains: 1950s in Color (A14266), Malinoski. Classic imagery across North America. 128pp hard **$45.00**
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft **$11.95**
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....**$12.95**
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....**$45.95**
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....**$19.95**
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....**$19.95**
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft **$12.50**
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....**$3.95**
Horseshoe Heritage (A16133), Cupper. Photos, maps and history of PRR's rail landmark. 56pp soft **$7.95**
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard **$29.95**
Ida Was a Tramp (C78), Quinby. Steamship and railroad lore intermixed. 278pp hard **$12.00**
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....**$49.95**
Illinois Central Streamliners 1936-1946 (A17296), Somers. Photos, plans, rosters and more. 108pp hard.....**$19.95**
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard **$16.95**
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft **$6.00**
Jersey Central Lines in Color (A14250), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard . **$45.00**
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard **$37.95**
Jersey City Westbound (A15750), Henderson. CNJ in more than 115 color images. 88pp soft **$29.95**
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft **$39.95**
Lackawanna Heritage 1947-1952 (C69), Krause & Crist. Memorable black & white photos. 48pp soft **$8.95**
Lackawanna Railroad in Northwest New Jersey (A16203), Lowenthal & Greenberg. 244pp hard **$39.95**
Lake Michigan's Railroad Car Ferries (A13810), Zimmermann. Great color and B&W pics. 64pp soft **$24.95**
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft **$13.95**
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard **$45.00**
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard **$45.00**
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard **$45.00**
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard **$44.95**
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard **$52.50**
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft **$13.95**
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft **$13.95**
Locomotive Coaling Stations (A17276), F-M. Photos and superb drawings of coal structures. 32pp soft **$6.95**
Memories of N&W Power (A14212), Carleton. Steam and a few diessels in black & white. 176pp hard **$34.95**
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft **$10.95**
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft **$17.00**
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard **$35.00**
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft **$8.95**
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....**$52.50**
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft **$14.95**
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard **$20.00**
New Haven Division: Murray Hil to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft **$15.95**
New York Central's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard . **$50.00**
NYC's Great Steel Fleet (A17298), Doughty. NYC's streamliners in B&W and color, with full rosters. 120pp hard ..**$22.95**
NYC Lightning Stripes (A14258), Sweetland. An all-color New York Central pictorial. 128pp hard **$45.00**
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....**$29.95**
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft **$5.95**
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft **$14.95**
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....**$19.95**
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard **$33.95**
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft **$4.00**
Northeast Railroad Scene Vol.6: Penn Central (A16857), Pennisi. Black diesels in black & white. 72pp soft **$9.95**
Northern New England Color Guide to Freight & Passenger Equipment (A14289), Sweetland, Horsley. 128pp hard.**$49.95**
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard **$49.95**
Old Dominion Steam (A15501), Dixon. C&O steam pictorial. 64pp soft **$12.95**
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....**$17.95**
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft **$12.95**
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....**$44.95**
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft **$6.95**
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard **$75.00**
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard **$45.00**
PRR's Elmira Branch (A13811), Caloroso. Color and B&W photos, maps, complete history. 96pp soft **$29.95**
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....**$49.95**
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....**$12.95**
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....**$47.95**
The Putnam Division (A14425), Gallo & Kramer. The NYC in Westchester County. 80pp soft **$14.98**
R.R. Atlas (Vol. 1): Northeast (00953), Walker. Super-detailed maps. 74pp soft.....**$22.95**
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....**$22.95**
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....**$22.95**
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....**$22.95**

Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & techniques. 64pp soft **$24.95**
Railroad Signatures Across the Pacific Northwest (A12622), Schwantes. Historic pictorial. 360pp hard ...**$50.00**
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft **$7.95**
The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft **$12.95**
Rails Across the Tundra (A15126), Cohen. Illustrated history of the Alaska Railroad. 144pp soft **$9.95**
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft **$12.95**
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft **$15.95**
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft **$13.95**
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard.....**$28.95**
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard **$42.00**
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard **$41.95**
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard ...**$49.95**
Route of the *Phoebe Snow* (A16861), King. Illustrated history of the DL&W. 184pp soft **$24.95**
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard.....**$50.00**
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard **$49.95**
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard.....**$49.95**
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft **$17.95**
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....**$19.95**
SP in the West, Part 1: Hard Road to Promontory (A17071), Fox. Overland Route in B&W. 80pp hard.....**$34.95**
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft **$6.95**
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains 422pp hard ...**$55.00**
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft **$17.95**
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft **$7.95**
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard **$39.95**
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft **$15.95**
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard **$19.95**
Tehachapi (A12023), Signor. SP and ATSF over the mountains and 'round The Loop. 278pp hard.....**$48.95**
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard **$25.95**
Those Magnificent Trains (A15600), Dittlefsen. Color pics and short stories. 88pp soft **$14.95**
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft **$9.95**
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard.....**$42.95**
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft **$19.95**
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft **$14.95**
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard.....**38.95**
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft **$24.95**
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard **$44.95**
Trains of Northern New England (A13405), Krause & Bailey. B&M, MEC, CV and Rutland steam. 96pp soft **$8.95**
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard **$32.50**
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard **$12.50**
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft **$8.95**
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft **$8.50**
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard.....**$39.95**
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard.....**$49.95**
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard.....**$62.50**
Vermont's Granite Railroads (A12208), Jones, Maxfield & Glove. More than 300 photos, maps. 276pp hard **$34.95**
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft **$9.95**
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft **$15.95**
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft **$14.95**
West From Omaha (A16705), Pfeifer. Oversize color album of classic Western railroading. 208pp hard.....**$59.50**
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....**$19.95**
White Pass and Yukon Route (A15125), Cohen. Historical photo coverage. 104pp soft **$9.95**

★★ NEW ARRIVALS ★★



Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft.....**$19.95**
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard.....**$35.00**
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft.....**$19.95**
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft. **$29.95**
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft **$15.95**
Official Locomotive Rosters 1995-96 Edition (A17039), Kerr. Now includes lease fleets! Pocket size, soft.....**$19.95**
Limiteds Along the Lakefront (A14454), Lind. Illinois Central diesels and electrics in Chicago. 144pp hard **$25.00**
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.....**$29.95**
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard....**$62.50**
Northwestern Pacific RR (A17074), Fox. Pictorial of NWP and successors since 1982. 112pp hard.....**$38.95**
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard..... **$39.95**
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Super detailed maps. 80pp soft.....**$22.95**
Reading Diesels Vol. 2: Second Generation (A15707), Woodland. Diesels from 1962 to 1974 in color.....**$60.00**
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard **$59.95**
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pore-Amtrak CZ. 104pp soft.....**$19.95**
Twin City Rapid Transit (A14453), Lind. Illustrated history of Minnesota streetcars. 96pp soft.....**$12.50**
Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard **$37.95**
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... **$19.95**

To Order Call Toll Free
1-800-474-6995
24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us:
1-201-383-4064

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title	Book #	Price

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA exp. ___/___/___

CARD # SIGNATURE

NAME STREET

CITY STATE ZIP

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

D2H5

AND NOW BACK TO WESTERN CANADA FOR TWO NEW BOOKS

The Great Northern and Northern Pacific in Canada

Lawrence Stuckey and Donald Bain have joined forces to prepare this first volume of the GN and NP operations in Canada. It is generally forgotten that both railways had lines in Manitoba and that the GN had extensive routes in southern B.C., three of which continue to operate today. Includes shots of "Moguls", "Pacifics", RS-2s, GP7s, E8s, even a C-Liner. $12.00

Canadian Pacific and Canadian National in the Southern Interior of British Columbia

by Ernie Ottewell, a CP engineer from 1942 to 1988 He carried a camera with him and has compiled this informative and entertaining review of some of the railway's operations during his working life. Many steam-era locomotives as well as a Royal Train. $9.00

Special offer: Both books for $21.00 including postage Canadian customers, please add 7% GST but no PST

All our books are more than just photograph albums. They include comprehensive captions providing **carefully researched, accurate** and **detailed** information about the scenes shown. In addition, there are maps detailing the locations discussed in the texts and several works have locomotive rosters. See for yourself why our books have won a devoted following among railfans throughout North America and overseas. Why not become a BRMNA Subscriber? For $32.00 (+ GST in Canada), Subscribers receive the next four books as they are published. These are shipped immediately the books are received from the printer. Be the first to obtain these excellent works which now comprise more than 60 titles covering all aspects of Canadian railways.

Canadian and US Visa cardholders, why not use our free, ordering hotline? Call **1-800 340-3108** to place your orders and receive rapid service You can also contact us on Internet at **brmna@cadvision.com** and use your Visa. Our home page is **http://www.cadvision.com/brmna** and contains information on what books are available.

B.R.M.N.A.

5124 33 Street N.W., Calgary, Alberta, Canada T2L IV4
(403) 282-8456 Fax (403) 289-3783

RAILROADIANA

by STEVE BARRY

What's New?

Architect Jim Norton is a supporter of Amtrak and wants to help you show your support as well. He has produced (at his own expense) a 2½"×9" bumper decal with red, white and blue stripes that proclaims "Support an expanded Amtrak." Best of all, you can get a decal for free by mailing him a large self-addressed stamped envelope. If you want more, each additional costs $1.00, which goes toward producing more decals. Send your envelope to Jim Norton, 153 Rebecca Pines, Madison, AL 35758.

Do you collect railroad china? If butter pats are a part of your collection, then you will be interested in **ButterPat World** by Richard W. Luckin. It's a 256-page 8½"×11" hardcover book with 600 butter pat patterns, each with a photo, of not only railroads (232 patterns) but aviation (227 patterns) and ship lines (130 patterns) as well. There are brief histories of each carrier and pattern information concerning usage, rarity and method of decoration. The size of each piece and its manufacturer are also indicated with each photo caption. There are chapters on reproductions and the manufacturing of butter pats, along with a 22-page index. The book sells for $42.95 postpaid from RK Publishing, 621 Cascade Court, Golden, CO 80403-1581; 303/278-0669.

As the holiday shopping season approaches, we'll give a shameless plug to the soon-to-be-released **Fairbanks-Morse Locomotives in Color**, written by R&R editor Jim Boyd and published by Morning Sun Books. Just about every operator of an FM unit in North America is represented in vivid color, with contributions from many other photographers. The book will be on press by early October and will sell for $49.95. Watch this space for a full review as soon as it is available.

Calendar Call

Our calendar in-bin runneth over this month with a lot of colorful quality stuff, thanks to the arrival of some perennial favorites.

The **Don Ball 1997 Railroad Calendar** features 14 color photos from the late photographer's collection. Highlights of this 12"×24" fold-out calendar include scenes of a New York Central 4-6-2 at Poughkeepsie, N.Y.; Santa Fe power passing over its train at Tehachapi; a broadside view of excursion queen Nickel Plate 759; an Erie-Lackawanna train on Mill Rift trestle in Pennsylvania; a Rock Island E-unit rattling the diamonds at Joliet, Ill., and more. It sells for $12.95 from W.W. Norton & Company, Inc., 500 Fifth Avenue, New York, NY 10110.

Cedco Publishing has issued its usual passel of calendars with a variety of rail photography and art. The **Pennsylvania Railroad 1997 Calendar** has the expected

RAILFAN & RAILROAD Advertising Index for December 1996

A-B

American Craftsman 56
Amencan Graphics 50
B.R.M.N.A. 51
Baltimore Chapter N.R.H.S. 57
Barnard, Roberts & Co. 14
The Book Depot 48,49

C

C&O Historical Society 54
Cajon Rail Products 16
D. Carlton Railbooks 56
Cedco Publishing Co. ..... Cover IV
Central Electric Railfans Association 55
Chandos Television Productions 18
Charly's Slides 14
Al Chione 56
Colorado Railroad Museum 17
Conway Scenic Railroad 65
Crestline Studios 23

D-E-F

The Depot Attic 20
The Depot Attic at Strasburg 60
DPA-LTA Enterprises, Inc. 5
Erie Lackawanna Historical Society 11
Fallen Flags 57
Four Ways West Publishing 59
Fox Publications 20

G

GNP Publications 54
Golden Spike Enterprises 54
L.V. Grogan 54
Goodheart Productions 17
Green Mountain Railroad 52

H

Heimberger House Publishing 12
Herron Rail Services 60,61,62

I-J-K-L

Identity Check 8
Illinois Railway Museum 65
JMJ Productions 10
KL&L 18
O. Winston Link 14
Carleton F. Loucks 22

M

Manitou & Pikes Peak Railroad 65
Mark I Video 23
McMillan Publications 15,65
David McNeil 57
Metaphor, Inc. 12
Morning Sun Books 6
Museum and Tourist Line Directory 65

N-O-P-Q

National Railway Historical Society 60
Nestle's Railroadiana 8
New York Central System Historical Society 55
Nickel Plate Road Historical & Technical Society 22
Old Line Graphics 54
Northern Illinois University Press 17
Pacing Images 56
Peat 57
Pentrex ..... 20,Cover II
Perry's Hobbies 56
Plets Express 58

R

Rail Heritage Publications 51
Rail History Prints 18
Railfan & Railroad 51
Railroad Avenue Enterprises 12
Railroad Research Publications 20
Railroad Video Productions 13
Rails 'N' Shafts 21
Railway & Locomotive Historical Society 57
Raritan Bay Hobbies 55
W.N. Rich 8
Reminisce Rails 6
Revelation Video 11
Ben Rohrbeck 18
Ron's Books ..... Cover III

S

Scanner World 22
Greg Scholl Video Production 7,9
Schrader Enterprises 65
Allan Sherry 20
The Short Line 23
Signal Computer Consultants 22
Smith-Thompson 23,52

T-U

TLC Publishing 14,19
Trackside Video 18
Transit Gloria Mundi 59

W

Wallin's Slide Approvals 55
Weekend Chief 6
Xpressly Yours 61

BRUNSWICK GREEN - GG1
10 X 24 FULL COLOR SELFMATTED PRINT.
PRINT $20. - SIGNED BY ARTIST $30.
SHIPPING $3.50 N.J. RESIDENTS ADD 6% TAX.
AMERICAN GRAPHICS
174 MILL RD., BLAIRSTOWN, NJ 07825

The Railroad That Came Out At Night
FRANK KYPER

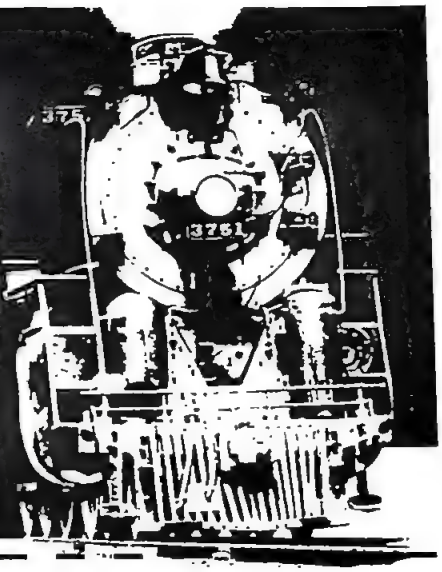
This book offers a fascinating look at Boston railroading by Frank Kyper, well known author, writer, railfan. In Kyper's own words, "put simply, (this book)...chronicles my perspective of selected pockets of Greater Boston railroadin' between about 1957 and 1977 - complete with numerous flashbacks to earlier years and to a previous century." B&M, Fore River, Union Freight South Station, Flying Scotsman, etc. Filled with wonderful trackside photos of the Boston area this book is easy to read and enjoyable. **$12.95** Plus S&H

TO ORDER CALL TOLL FREE:
1-800-474-6995

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

cast of characters on its pages including a K4 on the New York & Long Branch, GG1s at Sunnyside Yard, Centipedes at Slope, E7s on the *Fort Pitt*, a T1 storming out of Chicago, Shark-nosed RF16s hauling freight, F7s in the snow in Michigan and more. On the Western side, the **Southern Pacific 1997 Calendar** mixes contemporary and historical views such as SD70s along the Truckee River, Cadillacs on the Santa Cruz Local, a Mogul on an "armstrong" turntable, "Black Widow" F7s in Tracy, a rotary plow at Truckee and more. The **Trains 'Round the World 1997 Calendar** has everything from pointy-nosed French TGV's to Beyer-Garratts in Zimbabwe, along with the South African *Blue Train*, Australia's XPT, Ukraine 0-10-0s and more. **Those Magnificent Trains 1997 Calendar** presents Amtrak "Pepsi cans" at Klamath Falls; Butte, Anaconda & Pacific boxcabs; a Westside Lumber Heisler; Burlington Northern's executive F7s; Norfolk & Western 611; American Freedom Train 4449 and more. You'll find a Philadelphia Suburban Transit car in the snow, a Pittsburgh PCC wearing Budweiser paint, a Denver Tramway car on the last day of service, a Los Angeles Transit Lines H3 car at LAUPT and more in the **American Streetcars 1997 Calendar**. There's more traction action in the **Red Cars, Yellow Cars 1997 Calendar**, done with the Orange Empire Railway Museum, which features a variety of scenes of Pacific Electric's red interurbans and Los Angeles Transit Lines' yellow streetcars. **Colorado Narrow Gauge 1997 Calendar**, produced by the famous Colorado Railroad Museum, has lots of Mikados, a Galloping

SUBSCRIBE TODAY! and Enjoy!



Join the railfans who subscribe and enjoy every issue of *RAILFAN & RAILROAD*. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss an issue. Please join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

AMERICAN EXPRESS | VISA | OPTIMA | MasterCard

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:

❒ New Subscription
❒ Renew Subscription

USA Subscription Rates:
❒1 Year $27.95 ❒2 Years $49.95
❒3 Years $69.95

CANADA: ❒1 Year $35.95
❒2 Years $65.95 ❒3 Years $93.95

FOREIGN: ❒1 Year $37.95
❒2 Years $69.95 ❒3 Years $99.95

(Includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Payment by: ❒ Check ❒ Money Order
❒ AmEx ❒ Optima ❒ MasterCard ❒ VISA

Expiration Date_____

Card Number

Signature _____

Introducing...

The Railroad, What It Is, What It Does on CD-ROM

NOW ONLY! $89.95*

Order Now and Save!

Simmons-Boardman Books, Inc.
1809 Capitol Ave.
Omaha, NE 68102
800-228-9670

DISCOVER NOVUS | VISA | MasterCard

System Requirements:
Minimum 66 MHz processor, 8 MB Memory, 2x CD-ROM, Windows 3.1 or Windows '95, 10 MB Storage

Add $9.20 S & H. Please allow 4-6 weeks for delivery.
*Offer Valid through 12/15/96
*Package includes both CD-Rom and Book

The TINY TOWN™ RUG

The TINY TOWN™ Rug is a bright and creative design that invites children to build on their imagination from the floor up. Surrounded by a train track, this "Easy Learn-n-Play" design will introduce children to the railroad hobby at an early age.

46" x 65" $119.95
65" x 93" $199.95
Add $10 shipping for each rug

SMITH·THOMPSON — Credit Cards Accepted 1-800-375-3943
P.O. Box 828 White River Jct., VT 05001

GREEN MOUNTAIN RAILROAD

1997 CALENDAR

Featuring: Alco's and EMD's, Freight and Passenger, in Scenic New England, ALL COLOR, 14 Views! $8.95 plus $3.00 s&h each.

Also Available: Giant 12 oz GMRC Coffee Mug $8.00 plus $3.00 s&h each. Send S.A.E. for Catalog Sheet on Other GMRC Items.

Vermont residents add 5% sales tax.
Dealer inquiries invited
Also on sale at our office.

P.O. BOX 498
BELLOWS FALLS, VT 05101

Goose and other Rio Grande gems, all shot prior to 1969. Strong black and white images are in **Richard Steinheimer's Magnificent Trains 1997 Calendar**, which includes the Sacramento Northern at night; Santa Fe, Burlington and Missouri Pacific power in Pueblo; *The City of Los Angeles* at Barstow; Milwaukee electrics at dusk and more. Paintings are featured in **Howard Fogg's Trains 1997 Calendar**, which includes a Milwaukee Baltic, F7s on Santa Fe's *Super Chief*, Rio Grande SD40-2s in the Rockies, Nickel Plate 759 in Vermont and more. There's more great art in the **Workin' on the Railroad 1997 Calendar** with watercolors by Ted Rose of the human side of railroading in scenes set in New Jersey, St. Louis, Chicago, Detroit and more (each year the editors of R&R and sister magazine RAILROAD MODEL CRAFTSMAN divide up the review calendars to hang in our respective offices, and this year the Ted Rose calendar has caused the most "I want that one" fights). All the Cedco calendars fold out to 12"×24" and feature twelve full-color images (with the exception of the Steinheimer black and white calendar). Also available is the week-by-week **Those Magnificent Trains 1997 Datebook**, which is wire-bound 5"×7" and features 36 color photos including a Cass Scenic Shay in the fog, VIA F9s in the Rockies, Wilmington & Western 98 on a wooden trestle, SP SD70M's in Colorado and more. The calendars and datebook are available for $12.00 each, two for $20.00, three or more for $9.00 each. Order five items and the sixth one is free. Add $3.00 for the first item and $1.00 for each additional item for handling ($10.00 maximum). California res. add 7.25% sales tax and international orders (except Canada) add $10.00. Order from Cedco Publishing Company, 2955 Kerner Boulevard, Dept. 500, San Rafael, CA 94901. Visa and Mastercard orders can be placed at 800/233-2624.

Book Reviews

The President Travels By Train by Bob Withers, published by TLC Publishing, Inc., Rt. 4 Box 154, Lynchburg, VA 24503-9711; hardbound, 8½"×11", 432 pages, 200 black and white photos, $39.95 plus $4.00 handling.

The President of the United States has always needed to get around the country, even in the days before Air Force One. From the Civil War through World War II, the way to go was by rail. This book chronicles the lore of POTUS specials through the decades. The author states that it is not meant to be an all-inclusive work on the subject, but future writers will be hard-pressed to produce a work as thorough — and as entertaining — as this.

Switch List

CLASSIFIED ADVERTISING: 58 cents per word, minimum order $6.96. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categones will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.38 per word, minimum $16.56.

ANNOUNCEMENTS

THE RAILROAD MUSEUM of Long Island invites you to join for the 1996-97 membership year. Join today to help preserve the history of railroading on Long Island. For a brochure and a copy of our newsletter, *The Postboy*, please write to: Railroad Museum of Long Island, PO Box 726, Greenport, New York, 11944. Attention Membership Chairman. 197

TEXAS STATE RAILROAD Railfan Weekend, March 1 & 2, 1997. Vintage steam and diesel! Mixed trains behind ex-ATSF 4-6-2 No. 1316 (Baldwin 1911) and ex-Point Comfort & Northern RS2 No.7 (Alco 1947). This is a photographer's special with numerous runbys featuring mixed, freight and passenger only consists. Night photo session, TSRR shop tour, BBQ dinner and more. Only $85.00 per person. Space is limited, order early by check/money order or send SASE for information to: TSRR Railfan Weekend, Gulf Coast Chapter NRHS, PO Box 19651, Houston, TX 77224. 297

JACKSONVILLE, FLORIDA, February 15, 1997, Southeastern Railroadiana Collectors Eighteenth Annual Railroadiana and Model Train show. Over 300 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street, 9 A.M. to 4 P.M. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 297

FOR SALE

PHOTO OPPORTUNITIES near Musconetcong Tunnel - 3 bedroom, 2 1/2 baths, deck facing Conrail line. $144,900.00 - Call Weichert Realtors, 908-735-8140. 297

RAILROAD ART

TED ROSE WATER COLORS - Classic and contemporary subjects available. Commissions considered. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 997

BOOKS & PUBLICATIONS

KNAPKE LIVES AGAIN! Author of *The Railroad Caboose* is resurrected in retired SP engineer Dick Murdock's latest book, *Bill Knapke: A Railroad Legend*. 144 pages, illustrated. Authentic, nostalgic, historic. Send $15.00 to: Box 1346R, Ross, CA 94957. 497

BACK ISSUES: Trains, RMC, MR, R&LHS, more! Plus a selection of new and used books and videos at discount prices. Please send LSASE, 55 cents postage to: Winston Dallman, 332 Brownell St., Fall River, MA 02720. 197

DARDANELLE & RUSSELLVILLE RAILROAD, 540 pages, hardbound. Only five miles long, the D&R also controlled an Arkansas River pontoon bridge and bus/truck subsidiaries. This thorough corporate history documents the railroad, bndge/transfer companies, and trackside coal mines. 250 rare photographs, including numerous glass plate negatives from D&R company vault. $46.95 postpald. Bill Pollard, 2301 Washington, Conway, AR 72032. SASE for book brochure. Dealer/bookstore quantity pricing available. 197

THE BANSHEE TRAIN - by Odds Bodkin, illustrated with 20 paintings by Ted Rose, now in paperback, $5.95, hard $14.95. Clarion Books. Ask your bookseller. 1097

RAILROAD BOOKS bought, sold, traded. Send want lists to: Mike Davison, 18876 Boynton Street, Oregon City, OR 97045. 503-657-3985. 297

THE CENTRAL NEW ENGLAND RAILWAY story. Volume I, *The Infant Years* (predecessor lines), Volume II, *The C.N.E. (1899-1927)*plus post CNE, Volume III, *Places N' Things*, (stations, industries, spurs, etc.). 550-850 illustrations each $44.50 per volume. 10 different Rutland series books also still available. Remit to: R. W. Nimke, 36 Old Route 12 North, Westmoreland, NH 03467-4703. Phone 603-399-4987. 297

NEW RELEASE! Altamont Press has released Pacific Northwest Region Timetable #4. Fully revised to include new shortlines and BNSF merger. Complete with all railroads of Washington, Oregon and Northern Idaho for just $16.50. Other Timetables: California $17.50, Rocky Mountain (CO/UT/NV) $16.50, Intermountain (MT/WY/CO) $15.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page:http://home.earthlink.net/~altamont/ 1296

MISCELLANEOUS

MAGAZINE HOLDERS. Store your Railfan or other magazines with plastic holders in three-ring binders. Put those old binders to good use. $3.00 per pack of twelve; 3 packs for $8.50. Taft Productions, Dept. RR, 1012 Van Owen, Orange, CA 92867. 1296

RAILROAD AUCTIONS

APRIL & OCTOBER: America's Premier Railroadiana auctions are conducted twice yearly by the Depot Attic. Consign your quality items. One piece to an entire collection. Highest possible prices realized with competitive consignment rates means larger returns for your collectibles. Mail bids accepted. Benefit from the knowledge and experience of America's largest and oldest Railroadiana firm. Information: Depot Attic, 377 Ashford, Dobbs Ferry, NY 10522. 914-693-5858. 1097

RAILROAD SONGS

SONGS OF TRAIN WRECKS, rides and hobos. *Steel Rails Hummin'*authentic railroad songs from the Blue Ridge Mountains. ALso, *Rhythm of the Rails*. Acoustic instrumentals with train sounds. Cassettes $9.98 CDS $14.98 each, plus $2.00 shipping. Free catalogue of railroad CD-ROMS, software, gifts, Ivy Creek Recordings, 104 Woodland Dr., Dept. R, Mars Hill, NC 28754. 800-338-9918. 397

RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1997 Railway Calendar. Color cover and 13 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11 x 17, $5.50 pp via first class mail. ($3.40 plus $1.90 postage and handling plus 20 cents tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 197

The first documented case of a chief executive riding the rails was when John Quincy Adams (actually a former president at the time) rode the Baltimore & Ohio between Baltimore and Relay House, Maryland, on December 17, 1830. Interestingly, Adams was involved in one of the earliest major train wrecks on the Camden & Amboy in 1833, when an overheated journal caused an axle on his coach to break. His car remained upright after going down an embankment, but the car behind his (carrying Cornelius Vanderbilt, no less) overturned, resulting in the death of two men.

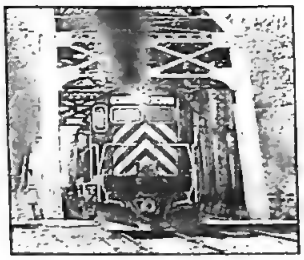
Andrew Jackson was the first president to ride the rails while in office, doing so in 1833 between Ellicotts Mills and Baltimore, Md. William Henry Harrison was the first to use the train as a campaign tool, doing so in his unsuccessful bid in 1836. By the time of Lincoln, rail travel was well-established as the way to get around the country.

What makes this book successful is author Withers style — it is not a straight historical narrative. The publicity with the book states that it "reads like a novel." It actually reads more like a set of short stories. You can pick up the book, flip to any section and enjoy what is there on its own. There are numerous sidebars sprinkled throughout the book with humorous and insightful anecdotes. The photos, in addition to numerous trackside views of equipment, include such gems as Harry Truman in a steam locomotive cab, the "Dick Nixon Campaign Special" keystone drumhead from his 1956 vice presidential campaign and Warren Harding driving the last spike into the Alaska Railroad. One of the most famous presidential photos of all time, Harry Truman proudly holding up the famous "Dewey Defeats Truman" newspaper, was taken with the president standing on the platform of the *Ferdinand Magellan*.

If you're even vaguely interested in politics and presidents, this is a book you should add to your collection. You'll find out how president-elect Franklin Pierce was almost killed in a train wreck, how the phrase "whistle-stop" became part of our culture and how FDR rerouted an entire train through New Jersey to visit his mistress. There are *lots* of good stories here — S.B.

next in month RAILFAN & RAILROAD

• **THE LIVONIA, AVON & LAKEVILLE:** This quintessential short line serving the Finger Lakes region of western New York state recently more than doubled its size and its distinctive fleet of Alco Century locomotives. Pete Swanson gives us a tour of the new LA&L that the only a native could.



JANUARY 1997 ISSUE ON SALE DECEMBER 1

1997 FULL COLOR New England Railroading Calendar features 12 (8x10) prints of regional activity @$8.00 post paid. Also full color frameable calendar prints, our choice, 12/$2.50. Domestic orders only. Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136-0486. Allow 2-4 weeks delivery. 297

D&H '97 CALENDAR. 14 all-color photos. 12x18 when opened. $8.95, 7% for NYS residents. $2.50 shipping. EDS Publications, Box R, 322 TenEyck St., Watertown, NY 13601. Back issues available. 297

B&O COLOR CALENDAR FOR 1997. Fourteen color photos. B&O style printing. Space for daily notations. 11x17 when opened. $8.00 each plus $1.50 shipping and handling. MD residents add 5% tax. B&ORR Historical Society, PO Box 13578, Baltimore, MD 21203-3578. 197

1997 HISTORIC OKLAHOMA RR CALENDAR - Rock Island, Santa Fe, Frisco, six others. B&W, by Central Oklahoma Chapter, NRHS. Send $6.00 postpaid to: CORC, 2936 Bella Vista, Midwest City, OK 73110. 397

1997 LONG ISLAND RAILROAD CALENDAR - Announcing the Twelfth Annual LIRR Calendar by the Long Island Sunrise Trail Chapter, NRHS. Featuring 14 spectacular photos taken all around Long Island of steam, vintage diesel, electric trains and current railroading in a new and larger 9x12 inch all color format. $8.95 each plus $2.50 shipping and handling, total $11.45. NYS residents add 92 cents sales tax. LIST-NRHS, PO Box 507, Dept. 2, Babylon, NY 11702-0507. 397

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth. Annual Reports, books, magazines, menus, passes, playing cards. Tickets, timetables, tokens, rules, stock certificates, etc. 55 cents in stamps on #10 SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 198

RAIL MAPS U.S., Canada, Mexico. Send SASE for list to: Railroad Information Service, PO Box 40085, Georgetown, TX 78628. 1296

RAILROAD LIQUIDATION: Railroad books, trains orders, maps, employee and public timetables, photos, negatives and slides 600,000 plus, representing US and abroad. For inquiries, call Denny at 410-247-0396 or Dot at 410-788-2970. Dating from 1850's to present. Residence in Balto, MD. Will not accept collect calls. 297

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 3TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $11.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 1296

NORTH AMERICAN RAILROADS - Volume 1. Enjoy 500 photographic selections on CD-ROM. From diesels to steam, freight cars to cabooses, yards and structures to bridges and more. Ideal for railfans and modelers alike. For windows or color Macintosh. $19.95 plus $3.00 S&H (MN res. add 6.5% sales tax). B&B Products Co., 1325 42nd Avenue NE, Columbia Heights, MN 55421. 612-782-6982. 1296

VINTAGE SLIDES from Rail Junction. Quality duplicate sets of ATSF, KCS, MKT, RI, SP, SLSF, SP Daylight; caboose and freight cars too! 20 page catalog and sample $1.00 to: Rail Junction Slides, PO Box 177091RF, Irving, TX 75017-7091. 497

DUPLICATE COLOR SLIDES late 1960's to today. Many E's, F's and other older EMD locomotives, Alco's, GE U-boats, electrics, switchers. Some FM's, MLW's and Baldwins. Newer locomotives too! Class 1 roads, regionals, shortlines, Amtrak, VIA, commuter roads. Roster photos and action scenes across U.S. and Canada. Complete detailed catalog, three samples, $3.00. East West Rail Scenes, PO Box 418, Torrance, CA 90508. 197

DUPLICATE COLOR SLIDES: Amtrak, CSX, Norfolk Southern, Soo, others. List and 2 samples $2.50. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 197

HI-GLOSS COLOR PHOTOS. As part of Galesburg Railroad Days, BNSF ran the F-units to Peoria. For 12 5x7 photos, send $39.95. 12 deluxe 8x12 photos, send $64.95. Includes 3-way meet at Peoria, also Illinois River Bridge. For one 4x6 sample photo from set, send $3.00. Richard Howard, 1905 Bloomington Road, East Peoria, IL 61611. 1296

ST&I GP35 354GT scheme-DT&I Lettering Master $6.00, Yankeetown Dock SD-38 20 - 1981 master $6.00. B.R. Slides, 1914 Patton Ave., Hamilton, OH 45015. 1296

ORIGINAL KODACHROMES: GTW, CSZ, CN, Shortlines, regionals, many railroads listed. Send $1.00 for sample slide and current list. Chris Wolf, 3022 Arizona Ave., Flint, MI 48506-2480. 197

RAILROAD POSTCARDS

FORTYTHREE 5 1/2 and 6" postcards. 4 and 1 color of Cincinnati and Kentucky street cars, Helen, Georgia horse car, Amtrack trains, stations in Cincinnati, Alburquerque, Santa Fe. 43 postcards and a free 11 x 17 memo calendar showing two inclines, $11.00 plus $2.50 postage and handling, Ohio 6% sales tax. Dragon Printing Works, 7011 Springdale Road, Cincinnati, OH 45247. 197

RAILROAD SOUNDS

HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, PO Box 2435, Cupertino, CA 95015-2435. 497

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical inexpensive, 600 titles. Information and complete video list 50 cents. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 2TF

"STEAM POWER SPECTACULAR" Featuring: 1994 (#261) and 1993 (#2765) New River Specials; Wheel Slips Closeup; Strasburg #475; #4501-#611 - Bristol, #60 - #142 - Morristown and Erie. Plus: #587, #1218, #765, Doubleheader #2317 - #3254, #1278. Pounding grades, meets, high speeds, sensation exhausts. Exquisitely detailed images - sensibly priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 397

FREE LIST OF OVER 50 2-hour videos, $15.00 each, 3/$40.00. Keith Lehman & Associates, 1033 E. Greenville Pike, Winchester, IN 47394-9405. 1296

NEW: CLIMB INTO ENGINEER'S seat on Amtrak's engine SD40-PH 364 & 406 for a real live run over Marias Pass. Stops at east Glacier park, Essex MT. Actual run with all radio and engine sounds, dispatcher to trains, helpers, train crews to engineer, hot box detectors. Two hours $29.95. Postage included. Specify summer or winter trip. - Wreck of Northern Pacific's North Coast Limited) #26 on Evaro Hill June 10 1962. Two freight train wrecks, Rivulet MT., Frenchtown MT. 250 ton brown hoist picking up cars. 28 minutes $19.95, postage and handling included. Engineer David L. Sickels, 562 5th Ave. S., Shelby, MT 59474. 297

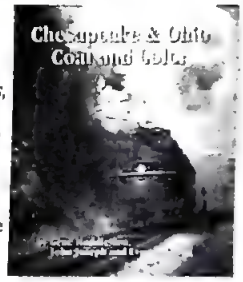
VIDEO PREMIERE: *STEAM-POWER SAWMILL*This is sawmill action the way it once was. No lasers or computers, just screaming machines, gut instinct, quick decisions, and steam power. Starring Oregon's famous, commercially-active Hull-Oakes Lumber Company. Highly detailed, 60 plus minutes (#SPS-rfl). $34.95 postpaid, check/MO to: Golden Rail Video, PO Box 10474, Glendale, CA 91209. Immediate shipping VISA/MC toll free 888-844-4449. 1296

EASTERN TRAIN EXCITEMENT featuring: Over twenty railroad logos; Six states, over 150 locations, over twelve steam locomotives including #261, #2765, #2317, #2102, #1218, #611, #475, #142, #76: Mixed merchandise; NJT's 33 U34CH fleet, appearing consecutively; Numerous tunnels, bridges, RB and B&B circus train crossing Rockville. Exclusively detailed colorful images - reasonably priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 397

NEW ITEMS

Chesapeake and Ohio, Coal and Color

by Gene Huddleston John Joseph and Everett Young Hardbound, 128 pages, 190 full color photos, and maps, printed on heavy 100 pound enamel paper, color covers



An in-depth look at the Chesapeake & Ohio coal fields and services in color from the dean of the C&O photographers. This wonderful book is divided into chapters focusing on each of the coal fields geographically and features photos from the late steam era through today with the largest focus on the 1960s and 1970s. The excellent historical text gives the background and details on the coalfields.

$39.95 plus $4.00 S/H

Beautiful New Afghan
Careful Handling-1957

Featuring the magnificent art with our little engineer, his train set and the always popular Chessie. Chessie graced the calendars of the C&O for many years and this nostalgic look at 1957 is one of the most evocative. This beautiful color afghan is woven in 226 colors and measures a generous 54" x70". An excellent gift for the cat lover or rail fan. Please allow 6-8 weeks for delivery.

$69.95 plus $5.00 S/H

Our Newest Chessie Afghan.

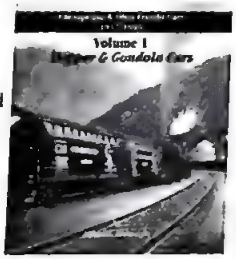
Our newest edition of the double-ply Chessie afghan. Designed and produced for the C&OHS, it measures 48 x 70 inches and is woven in soft cream color with the design in blue.

$49.95 plus $5.00 S/H

Chesapeake & Ohio Freight Cars, 1937-1965
Volume 1, Hopper and Gondola Cars

by Alfred G. Kresse, Jr.
Hardbound, 208 Pages, Over 220 b/w photos and 130 diagrams

The first volume of the definitive C&O freight car series is in production! Encyclopedic treatment of every class of C&O hopper and gondolas from 1937 to the integration of C&O and B&O numbering about 1965. Diagrams and multiple photos of every major class, historical background, as well as data on paint schemes and lettering.



$29.95 plus $4.00 S/H

All of the above items ready for shipment late fall.

Call or write for FREE Catalogue featuring books and many Chessie items.

ORDER FROM:
C&O HISTORICAL SOCIETY DEPT. RF
P.O. BOX 79
CLIFTON FORGE, VA • 24422
Visa or Mastercard Orders Only
Call 1-800-453-COHS (9am-5pm, Mon-Fri)
or Fax Credit Card Orders Anytime to (540) 863-9159
Virginia Residents Add 4.5% State Sales Tax
Foreign Orders Postage Extra
Maximum Shipping and Handling For Single Order is $7.00

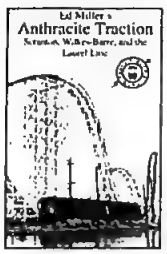
VIDEOS

by MIKE DEL VECCHIO

Frisco 1522 video fund raiser

One of the prominent fund raising items I saw in Frisco 1522's concession car during Topeka Railroad Days was **"The 1522 Story,"** by Gandy Dancer Productions, for exclusive distribution by 1522's caretakers, the St. Louis Steam Train Association, 1901 Mistflower Glen Court, Chesterfield, MO 63005. SLSTA members Dave Roeder (pronounced Raider) and Andre Jackson guide the viewer through the basic operations of a big steam locomotive and the restoration of 1522, using still photos. More black and white photos illustrate 1522's in-service days on the Frisco. After the history, the viewer is taken trackside for the balance of the tape to watch the 1522 in action. Some of the scenes show the 1522 hauling the Union Pacific excursion fleet, the NS cars (possibly the only time members of both fleets were on one excursion) and various others during the 1990 NRHS Convention. What follows for most of the rest of the tape is alone worth the price of admission. The 1522 hauls a short, roughly-1500-ton, freight on the 120 hill-and-dale miles from St. Louis to Newburg, Mo., over Frisco rails and under cloudy skies. It puts on a stunning show literally blowing the yellow and orange leaves off nearby trees. Lots of pacing and cab footage are also included. Some of the titles and illustrations at the beginning are a little primitive by today's standards, but action-wise the tape is tops — worth the modest price for a worthy cause. 30 minutes, $20.00 plus $5.00 shipping.

Feature Reviews



"Ed Miller's Anthracite Traction," produced by Transit Gloria Mundi, 36 East 27th St., Baltimore, MD 21218; 800/428-7003; VISA and MasterCard accepted, VHS only, 60 minutes, $39.95 plus $3.00 shipping (Md. res. add sales tax).

The Pennsylvania anthracite region is rich in railroad lore — the Lackawanna, Delaware & Hudson, Erie, Jersey Central and Ontario & Western all tapped the coal under its mountains. In addition to the steam roads that hauled hoppers through the hills, there was also an active traction presence as well, anchored by the interurban Lackawanna & Wyoming Valley, the "Laurel Line." This tape shows

GOLDEN SPIKE ENTERPRISES INC.

★★★★ Railroad Memorabilia ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $2, and large SASE for listing, refundable with purchase

Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

MONTANA's MARIAS PASS:
EARLY GN MILEPOSTS and
BNSF GUIDE

A Detailed Historical Study of Towns, Depots and Sidings on the Great Northern Railway between Shelby and Whitefish from 1889 onwards, plus other true railroad sagas which comprise the mystique of Marias Pass. Supporting the text as Part Two is a contemporary railfan trackside guide which describes in detail numerous train watching sites to photograph the BNSF in its new glory and colors! Authors are John R. Coy and Robert C. Del Grosso. 144 pgs., new 6"x9" format, Perfect bound, 24 early GN photos, 36 guide photos, many maps. **$24.95** (4th Class P&H included)

Still available: **BN: Coal Hauler and Coal Country Guide ($29.95) and BN: Giant of the Pacific Northwest - Guide ($26.95)**

Buy two or more books - Deduct $4 off the cover price of *all* books ordered!

Dealers Inquiries Invited

Great Northern Pacific Publications
Rt. 4, Box 627A, Bonners Ferry, ID 83806
(208) 267-3054

Available Soon!

L&N

Louisville & Nashville
Cumberland Valley Division
$30.00

The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.

***NEW!* East Broad Top**
Slim Gauge Survivor $48.00
Call or Write for Other Titles

Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD,
SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

the Laurel Line route between Scranton and Wilkes-Barre and streetcar action within both endpoint towns. Scranton Transit's nine post-war routes are shown as are seven routes in Wilkes-Barre. Ed Miller, a well-known historian of the anthracite rail scene, shot the footage between 1946 and 1948.

Maps introduce each of the 17 route segments, giving the viewer an idea of how all the lines interconnect with each other. The footage is arranged geographically to follow each route out of the city, and all the cars throughout the tape are outbound cars unless otherwise indicated. Combined with the maps, this format gives the tape continuity and makes it easy to follow. By grouping all the footage from each line together, the narrators have time to explain details about each route.

The tape begins with color scenes of the Wilkes-Barre system's seven routes, in the reverse order of their abandonment. We quickly see that the photography is superb, and it's rock steady. It isn't long before we get our first look at non-passenger traction action, as a work train is sent out to load up with mine rock to repair a washout on the Nanticoke line. There is also a timeless black and white scene of workers removing rail and ties from a bridge on the Georgetown line, silhouetted against a bright sky. The Wilkes-Barre segment wraps up with scenes of the cars having their electrical gear removed, steps cut off and trucks removed by lifting the cars with a crane before being loaded onto a flatbed trailer for the final trip to the scrap yard.

From streetcars in Wilkes-Barre, the tape moves to the two-car high-speed trains of the Lackawanna & Wyoming Valley, the "Laurel Line." The opening scene from the L&WV yard next to the huge Lackawanna station in Scranton is interesting — a Laurel Line train moving along while a string of hopper cars moves in the same direction on the elevated DL&W main line in the background. A variety of scenes over the 30-mile line are presented, including trains crossing Roaring Brook and passing the large roller coaster at Rocky Glen Park. After the color views of passenger service come many black and white sequences of boxy motors pulling freight. In total, there are eleven minutes of Laurel Line action.

The scene shifts north for the final 17 minutes as nine routes of Scranton Transit are presented. Once again, each route is presented geographically. As with the Wilkes-Barre segments, the photography is superb, and the images are presented in a logical geographic sequence.

Producer Carl Schultz put the tape together, then played the footage for Ed Miller to get his comments on tape so that a narration could be written. After getting the comments Carl realized that Ed had done a pretty darn good job, and he wisely used the recording as the primary narration with a few filler comments by Carl. Miscellaneous dubbed streetcar sounds and appropriate soft music provide the backdrop.

Simply put, this is an excellent tape. The color film has reproduced nicely, and the photography is excellent. With the photographer also doing the narration, it gives the viewer a sense of having "been there" with Ed Miller as the film was shot. Any historian of traction or of Pennsylvania's anthracite region will enjoy this tape — S.B.

SLIDES ON APPROVAL
- SEE BEFORE YOU BUY -
Large Selection on Most Roads
Diesel - Steam - Electric
Most Priced 30¢ - 60¢ - 80¢
LSSAE for Details:
Wallin's Slide Approvals
Box 1784, Springfield, IL 62705

NEW YORK CENTRAL 1997 CALENDAR
Color cover. Thirteen photos inside.
Historical information. $6.95 each.
Ohio residents include .40 sales tax.
New York Central System Historical Society, Inc., Dept. C. Box 58994
Philadelphia, Pa. 19102-8994

Electric railways carried not only passengers

Many electric railways found freight traffic to be a profitable adjunct to their passenger operations. Learn about this important, but often overlooked, aspect of the electric railway industry through the pages of *Not Only Passengers*.

CERA
CERA Books Make Electric Railway History Come Alive

Order # B-129 **$35** postpaid (IL residents add $3.06 tax). Free book catalog available.
Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690

RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
908-494-2932

BOOK LISTINGS

American Narrow Gauge	35.95
American Shortline Guide - 5th Edition	19.95
BNSF 1995 Annual	35.95
Chasing Trains	43.95
Chill Line & Santa Fe - City Different (Due 11-96)	35.95
Colorado & Southern Color Pictorial	39.95
Colorful Look at..CR's SD40 & 2's	19.95
DL&W in Color	33.45
Durango - Always a RR Town	35.95
East Broad Top Slim Gauge Survivor	37.95
Empire of Silver	30.95
Erie in Color	33.45
FM Locomotives in Color (Due 11-96)	37.45
Feather River Canyon UP (Due 11-96)	33.95
Fort Worth & Denver Color Pictorial	39.95
GN Color Pictorial Vol. 1,2,3 or 4	each 39.95
Gulf, Mobile & Ohio Color Pictorial	39.95
Insull's Chicago Interurbans	37.45
The "L"	43.95
L&N Cumberland Valley Divsion	23.95
L&N - Old Reliable	23.95
Manhattan Gateway	35.95
Metrolink Commuter System	12.45
Milwaukee in Color Vol. 2	37.45
Minneapolis & St. Louis in Color (Due 11-96)	37.45
Missouri Pacific Diesel Power	47.95
NJT Rail Operations (Due 11-96)	23.95
Narrow Gauge to No Man's Land	30.95
NKP Publicity Photos Vol. 1	20.45
Nickel Plate in Color Vol. 2	37.45
Northern Central	31.95
Northern Pacific Color Pictorial Vol. 1 or 2	ea. 39.95
Orange Blossom Special	15.95
Wabash in Color	33.45
PTC Years	17.45
Pennsy Diesel Power Review	35.95
Pennsy Diesel Years Vol. 2,3,or 4	each 33.45
Pennsy Diesel Years Vol. 5 or 6	each 37.45
Pennsy Electrics in Color	33.45
Pino Grande	22.95
President Travels by Train	31.95
RGS Story Vol. 2, 3, 4 or 5	each 53.95
RR Atlas: Vol. 1,2,3,4 or 5	each 17.45
Railroads in the Woods	31.95
Railroads of The Ohio Valley	17.45
Reading Steam in Color	37.45
Rio Grande Color Guide	37.45
Rio Grande in Color Vol. 1	33.45
Rock Island Color Guide	37.45
Rock Island Color Pictorial Vol. 1 or 2	ea. 39.95
Rock Island Diesels	14.95
Rock-A-Bye Baby (Rockaway Valley RR)	9.45
SP's Colorful Shasta Route (Due 11-96)	39.95
Santa Fe Rails Vol. 1	29.95
Southern Pacific 1995 Annual	37.45
Southern Ry. Pictorial	35.95
Southern Ry Spencer Shops	17.95
Through the Heart of The South	31.95
To Tacoma By Trolley	31.45
Trackside Maryland	39.95
Trails Among the Columbine 95/96	29.45
Under Milwaukee Wires (Due 11-96)	37.45
UP Business Cars	39.95
UP Modeler Vol. 2	16.45
Up Clear Creek on the Narrow Gauge	29.45
Wabash in Color	33.45

BACKORDERS ENCOURAGED!
DOMESTIC SHIPMENTS VIA UPS
FAX YOUR ORDER VIA OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $5.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

SAVE $$$

Books and Videotapes

Prices good till end of magazine cover month.
Shpg$4.00 first item; ex book 75¢ ex tape 50¢
Canada add $8/book order + $1 each book extra. Minn residents add 6.5% Sales tax.
SSAE for complete free Video or book list.
Accepting Master Card and Visa

PENTREX VIDEOS see shpg above
*Christmas Trains; toy to real 68 m 15.75
*Eureka & Palisade 4-4-0 woodburner....15.75
Across Heartland; Santa Fe 19.95
Countdown to Merger; Santa Fe.....19.95
Great American Train Rides 2 tape..... 21.95
Green Bay Rte 72 min Alco's.....28.95
Along Pocahontas Dist. 22.50
Orange Empire RR Museum 30 min 15.95
Milw Rd, Vol 1, 2, 3, each.15.95; all 3. .38.00

*=New **MISC VIDEO TAPES**
Stocking: G.Frog, Scholl, Dancer, S.River V.Rails, Goodheart Herron, Mark I, Clearbick
C Vision CNW Cowboy Lines 85 min... .22.50
C Vision Nebraska Panhandle Rails 60..22.50
*Great Model RR #24 G. Sellios Part 2..31.95
Revelation Audio; Birth of Viewliner.....23.95
Frog; Penn Central 2 tape set.....39.95
Frog Rio Grande Sou/ D&RGW.....15.75
Plets: Northland Baldwins E&LS.....31.95
V.Rails Blue Mtn 1, 2, or 3 each.(UP).....21.95
Highball; UP Salt Lake Rte. 2 hrs.....27.95
*Highball; Wisconsin Central.....27.00
Goodheart #216 Winter Spectacular 23.50
Trains Loc'n: Conrail Chi Gateway.....22.95

ADD SHPG TO BOOKS LISTED BELOW
U.S. $4.00/order +75 cents each extra book
Canada $8. + $1. each extra book
*=new **CHECK THESE LOW BOOK PRICES**
Mo.Pacific in Color .. ..SALE.....29.95
Katy Power; 272p. SALE 29.50
PFM; Berkshire & Texas Types; no DJ. ..15.95
*Reading Steam in Color 128p 35.50
*The Container Revolution, Hannes 28p 11.50
*Conrail SD-40 & SD40-2 48p color.....14.95
*C-Liners, Withers 80 p 16.95
*Manhattan Gateway, Middleton.....33.50
*NKP Color Photography Vol 2.....35.50
America's RRs Second Generation rpt ...40.95
America's Fighting RR's WWII history.....12.95
American Narrow Gauge repnt.....33.95
American Shortline Rwy Gde 5th ed.....17.95
BNSF 1995 Annurl 160p H.cvr.....32.95
C&O Greenbrier 4-8-4; Nuckles H.cvr.... 10.95
CZ Story of Calif Zephyr, Zimmerman 15.30
Cheyenne West-Part 1, Fox..B&W 96p...25.50
Diesels of The C&NW, Withers.....43.50
East Broad Top Slim Gauge Survivor.....35.50
EMD's SD60 series, 164p B&W..... .....22.50
Great Northern Color Gde Frt Passgr... ..36.00
GN Color Pict. 1,2,3,4; 4 Ways ea. 33.95
I.C. Main Line of Mid America, 128p 32.50
Illinois Central in Color 128p 36.00
Lakes to Gulf, IC RR Story 384p..... ...35.50
Milw Rd Color Vol 2 (Milw Area).....35.50
NP Color, Pict #2, 128p Shine.. .....33.95
NP Railway of McGee; Nixon; 396p.....36.50
NKP Color Photography V.2 .....35.50
NYO&W Rwy Milk Cans Mixed; M.Cars..46.50
Northern Pacific Color Gde Frt/passgr ...36.00
NP Railway of McGee-Nixon, 2nd ed.....36.50
Pennsy Diesel Years, Vol 6, 128p.....35.50
Rio Grande Story, Vol 5 .....48.50
Rolling Thunder Portrait of N.Am.RR.rpt..37.95
Rock Island Motive Pwr 1933-55.Stagner $40
Rock Island Color, Pict. 2, Marre.....33.95
SP's 4300 4-8-2's , Church Rvsd.....41.50
Sunset on The Rio Grande Sou. 33.50
SF Streamliners--Chiefs & Tribsmen 12.95
Train Watchers Gde to N.American RR .11.50
Trails Columbine 1995-96..... ....27.95
The Nickel Plate, 484p J.Rehot.....55.95
The Super Chief; Train of Stars.258p.....29.95
The Railroad Caboose reprnt..... ..26.95
The President Travels by Train..... .....29.50
The Run of the GE's CNW roster... . . . 12.95
U.S. RR Traffic Atlas, 98p 19.95
UP Salt Lake Route, color 176p..... ...44.50
UP Steam Big Boy Portraits; Hcvr.....28.95

Books going out of Print
Northshore Line Memories, Campbell 288p$37
Warbonnets, Super Chief to Fleet, color. 39.95
Rio Grande Sou Story Vol 2 . ...52.50
PRICES SUB. TO CHANGE W/OUT NOTICE

PERRY'S HOBBIES
114 VERNON AVE., P.O. BOX 68R
MORGAN, MN 56266 (507)249-3173
Orders only 1-800-433-1264

CAMERA BAG

by JIM BOYD

Better Than the Mainstream?

GUEST COLUMNIST: MIKE DEL VECCHIO

"SHOOT GREAT LANDSCAPES!!! Eleven masters show you how" screamed the big, bold type on the cover of the October 1996 *Popular Photography*. Okay, I'm hooked. Always interested in improving my photography, I start reading what these mainstream captains of composition have to say. Since railroad photography is often landscape photography with, hopefully, a train running through it somewhere, any tip from any master may one day come in handy. The author of the cover story, "Mother Landscapes; mother nature is the toughest portrait subject" was Dan Richards.

As you would expect, the landscapes presented are stunning — many creatively framed by foreground elements to add depth and to vary the shape and direction of the image. And after studying them, I'll even admit to that railfan daydreaming habit of envisioning each of the scenes with, say, a trio of BNSF SD70MAC's skirting the lake with a coal train, or a Ten-Wheeler lazily moving a mixed train past the row of trees in blazing fall colors.

"*Pop Photo*" staffer Herbert Keppler then followed the photo gallery with lots of advice using a series of Art Wolfe photos to illustrate his points. But the recurring theme in all of the discussions, though, is sunlight and the strong suggestion that the best landscape photography is done during the first and last two hours of sunlight.

Where have we heard early and late lighting talk before? Nearly all of the railfan hobby's most accomplished shooters have often uttered and thought those words in search of the perfect golden glinted train. Even practitioners of roster shots prefer that precious early and late sun, albeit more for its low angle and the added detail that it illuminates than its warm, penetrating hues.

Rail photography has an added complication to landscape photography in that a train must be well composed and well lit within the well-composed and usually well-lit landscape. And I know I'm not the only rail photographer who's watched many a spectacular sunset (and a few sunrises) waiting for a train to punctuate the scene.

Some of the other points preached by Richards are also pertinent to our discipline. "Patience ... the right light can't ever be held to an appointment" is something all who practice rail photography can relate to.

"Try all the angles." Good point. What's in the viewfinder is only one of a 360-degree circle of possibilities. If you've got the time, sometimes a little adjustment can make a big improvement in the scene. But always respect private property.

"Know your equipment. There's no excuse for missing a shot because of a fumbled ... dial or switch. Know your rig, in and out."

"Get in shape: Landscape photography is not for chronic couch potatoes." Some of the best vistas in railroading require heavy walks, and to many fans the hiking and camping is a big part of the fun. But know your limits and carry basic first aid items and bottled water with you. No shot is worth dying for.

"Don't be afraid of a little enhancement." Richards talks about gadgets like warming filters and polarizers that can work subtle

Memories of
NORFOLK AND WESTERN
Power
By Paul Carleton

This locomotive history of the N&W Railway has 352 photos in black & white and color. It is an all new hard cover book with 176 pages and is wholly made in the U.S.A.
Priced at: **$34.95, order from,**
D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430

AVAILABLE IN SETS OF TWENTY AND FIFTY SLIDES
NO GUESSWORK!!
Dates and Locations Supplied with Each Slide
KODAK FILM - KODAK PROCESSING
GUARANTEED QUALITY
BOTH ACTION AND ROSTER MATERIAL AVAILABLE

35 mm. DUPLICATE SLIDE SETS
To receive our latest list and a sample slide, please send a #10 stamped self-addressed envelope with 55 cents postage. Information will be returned to you promptly.
AL CHIONE
P.O. BOX 298
DURANGO, CO 81302

Doubleheaded Pacifics!
1286 + 1238:
VIRGINIA CENTRAL TO CLIFTON FORGE
Rare trips! Ex-CP G5 4-6-2's **1286** and **1238** running on CSX between Charlottesville and Clifton Forge during October 1993, with 50 mph runbys and doubleheader pacing with live sound. **60 Min.** **$29.95**

Pacing Images
R. Bruce Manwiller
125 Summers Drive
Beaver Falls, PA 15010
(PA residents add 6% sales tax)

AMERICAN CRAFTSMAN
2474 Huntington Drive
Pittsburgh, PA 15241
(412) 831-0332
THE LITTLE TRAIN WHISTLE WITH THE BIG ENGINE SOUND!
APPROXIMATELY 8" LONG WOOD

Price: $7 each ppd
PA residents add sales tax

RAILFUN

by CURT KATZ

presenting
Choo
Dead Spots
CHALLENGING PHOTOGRAPHY for the PHOTOGRAPHICALLY CHALLENGED
CONRAIL'S PATTENBURG TUNNEL ON THE LEHIGH VALLEY, WHICH SEES 50 TRAINS EVERY 24 HOURS... 48 OF 'EM AT NIGHT.
WORKS FOR ME.
SANTA FE'S FRANKLIN CANYON WHERE, NO MATTER WHERE YOU SET UP, THE TRAINS WILL ALWAYS BE HEADING THE OPPOSITE WAY.
...AND THIS IS ONE OF THE MORE INTERESTING FREDS WE SAW...
WINSTON TUNNEL ON THE CHICAGO GREAT WESTERN, WHERE NEVER IN RECORDED HISTORY HAS A WESTBOUND TRAIN COME OUT THE WEST PORTAL IN DAYLIGHT, A PHENOMENON THAT STILL THRILLS FANS TODAY— THE LINE IS ABANDONED.
C.L. Katz '96
PSST... HEY, OLD... FOR SOME REAL ACTION, TRY THE CREATING OTTER LEAVE AND THE CAW.

wonders. For a railfan the polarizer and a flash strobe can be among the most important accessories in the camera bag. I would encourage any rail photographer to buy a polarizer, open up two f-stops and learn to use it. The polarizer gives you wonderful control over reflections; it can add or remove the sky's reflection from locomotive carbody sides, lakes and ponds; it can severely reduce floodlight glare from carbody sides; it can add or remove the sky's color influence from green leaves and much more. (We'll cover the polarizer in more detail in a future CAMERA BAG.)

The on-camera strobe when balanced with the ambient exposure, while not enough to light the dark side of a locomotive, often pops out enough light to add color to those overhanging branches and tree limbs, porch roofs, pumpkin piles, the taco shop surrounding the ornate window or any other elements we use to frame our photos. Perhaps landscape shooters should try framing a row of mountains from within that quaint small town luncheonette nearby. (Outdoor flash work will also be covered later.) When used properly, both the small strobe and the polarizing filter should be barely detectible.

"Learn composition by doing." While author Richards mentions the classic "rule of thirds" of composition and knowing when to stray from it, he says "Good compositions are always found by looking and seeing and wonder and play, not by draping [the scene] in rigid orthodoxy." Some of the rail hobby's best-known and best loved photographers got that way by pushing the envelope of conventional composition. Every shot can't be a prize winner, but now and then when the opportunity presents itself, try an unusual composition. You might be pleasantly surprised what a little creativity or framing can do for what would otherwise be a fairly typical image.

After reading both articles, it was quite apparent that we rail photographers have more in common with mainstream photography than we may think, right down to sometimes making several hikes to a favorite spot to catch just the right light or to add a different-time-of-year look (or motive power variety). Do you wonder how the mainstream masters would react if they had to wait for the light *and* the train?

FALLEN FLAGGS RXR WEARABLES

T-SHIRTS: KIDS-$8.95 S-XL-$9.95 XXL-$10.95

SWEATSHIRTS: (AVAILABILITY LIMITED) KIDS-$14.95; ADULT-$16.95; XXL-$18.95

HATS - $5.95; MUGS: $4.95; 3 FOR $13.50

T-Shirts are top quality US made 50/50 blend. Shirt color coordinated to silk screened RR Herald & Art. Hats are 100% polyester baseball type, adjustable, one size fits all. Hats and Mugs may be heralds only.

Railroad	Order Number
B&O STEAM ¤+	504
BN SD60 PALE FACE¤+	587
CB&Q STEAM #4963¤+	305
C&O SLEEP LIKE KITTEN¤	209
C&O KITTEN ALWAYS ALERT¤+	266
C&O STARLIGHT KITTEN	409
C&O CHESSIE KTN & BABY¤+	316
C&O PEKE & UNIFORM¤+	301
GRAND TRUNK GP38¤	428
L&N F UNIT+¤	436
MILW. RD. 3 ENGINES+¤	437
MOPAC¤	240
MO. PAC. TX. EAGLE E8+¤	540
MKT DOUBLE GPs¤+	439
N&W 611 J-CLASS 4-8-4¤	242
N&W CLASS A 1218	281
NYC HUDSON #	311
NKP STEAM (BERK 765)¤	245
NOR. & SOUTHRN C39-8¤	448
NORTHERN PACIFIC¤	249
PRR K-4 +	309
ROCK ISLAND F7A +¤	456
ROCK ISLAND STEAM ¤+	556
SANTA FE 8-40CW +¤ #	408
SF SPR FLT GP60M ¤¤+	308
SF SUPER FLT C40BW + ¤ #	508
SOO LINE DOUBLE LOCOS	460
8444 UP OVERLAND STM¤	284
UP E8 ¤	405
UP CABOOSE+¤	297
UP DASH 8-40C+¤	467
UP BIG BOY+	312
THE FOLLOWING SHIRTS ARE 100% PRESHRUNK COTTON K-$10.95 S-XL-$11.95. XX-$12.95	
AMTRAK GENISIS+¤	401
AMTRAK F40PH¤	484
BN/SF SF SD75MAC BN SD70MAC	557
BN/SF BN SD60, SF SD40-2 +¤	457
BN/SF #9647 SD70MAC ¤	598
BNSF GN COLORS ¤	357
C&O KITTEN VALENTINE¤+	314
CAN. NAT NO. AMER. ENG.¤	510
CSX 8-40CW¤	572
CNW UP DASH 9'S¤+	515
GRT NORTHERN SD-45¤+	429
LEHIGH VALLEY ALCO	433
NORT PAC STM & F-UNIT+¤	449
NS OPER LIFESAVER GP60M+¤	548
STHRN STEAM #4501¤¤	263
SOUTHERN GP30 & F7A¤+	461
WIS. CENTRAL SD-45 +¤	578
THE FOLLOWING SHIRTS ARE 100% or HEAVYWEIGHT 50/50 with FULL SIZE PRINTS FRONT AND BACK (NO KIDS) S-XL-$16.95 XXL-$17.95	
C&SQ ZEPHYR + ¤	400
SF FT PASSENGER TRAIN + ¤	398
UP DASH 8-40C & CAB. + ¤	397
LIMITED EDITION 500 SERIES HAND NUMBERED 100% PRESHRUNK COTTON S-XL $15.95 XX $16.95 3X $17.95	
RIO GRANDE	455
PRR 2-E's	451

+ = HATS NOT Available
¤ = Sweatshirts Available
o = Mug Not Available
# = Kid sizes NOT Available

We stock "Whistlestop" Mugs

Shipping $3.00 per order (1 to 1000pcs.) in Cont. US; Canada, AL, HI and overseas billed actual cost of shipping (indicate air or surface). NO COD's. Please give 2nd & 3rd choice if possible. OH Res. add 5.5% sales tax. Allow 1-2 weeks delivery.

Custom Print & Dealer Inquiries Invited.

COLOR CATALOG AVAILABLE $1.00 EACH.

824 ELYSIAN AVE., TOLEDO, OH 43607

Inquiries: (419)536-1232 Orders only: 1(800)535-3063

Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, relive railroad history of all eras; they enjoy two issues yearly of our illus. journal RAILROAD HISTORY (Avg. 150 pages), keep current with our timely Newsletter. Chapters too! Join Now! R&LHS, Box 193552B San Francisco CA 94119 for folder.

RAILROAD HISTORY

Cincinnati & Columbus Traction Company

A TYPICAL INTERURBAN 1901-1919.

FAMOUS FOR US SUPREME COURT DECISION ON INTERCHANGE THAT HELPED DOOM ELECTRIC LINES.

174 pages, 8½x11", soft bd., 126 photos, many maps. $20 plus $2.50 shipping and tax.

DAVID MCNEIL • 29 CLARK AVE., CINCINNATI, OH 45215

FASCINATING! INFORMATIVE! GREAT GIFT!

How Diesel-Electric Locomotives Operate: The Last 25 Years, Including AC-s

Filled with facts, descriptions, analysis & explanations, many never before published. Helps you unlock meaning of performance data. Topics include traction alternators & motors; excitation & control, changing volts & amps; flat, taper, extended range & regular dynamic brakes; turbochargers; HP delimiting; application, assignment, distribution & operation; train resistance; HP/ton vs MPH; GE vs EMD; B- vs C-truck. AC's technical info. & how many DCs an AC can really (not what you've read) replace from RR operations perspective. Some surprises, corrects some published mis-information. Several tables and performance graphs. Useful for fans or professionals. 98pp, 8-1/2X11, 3-4 wks. delivery. Author: transport doctorate & is a former railroader.

Order Your's Today, Relax and Enjoy! $24.95 check or MO to "Peat". OH residents add 6% tax. Mail to: Peat, 1001 Pearce Dr., Mansfield, OH 44906 (attn. JD)

NEW BOOK...

The Story of the Stewartstown Railroad

By Eric J. Biekleman

A 7 mile Pennsylvania Short Line that refused to die! More than 90 pages of text, photos, maps and charts.

$19.95 + $3.00 p&h

Baltimore Chapter NRHS
P.O. Box 100
Lutherville, MD 21094-0100

RAILROAD VIDEO SALE
PRICES GOOD THRU 12/31/96

MISSABE RAILS A contemporary system wide look at ore hauler, Duluth Missabe & Iron Range RR, located in Northeastern Minnesota. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

LTV STEEL ORE LINES See LTV mining's F9's Alcos & Baldwins as they work the mines and rail line to Taconite Harbor plus great dock and ship loading. 90 Minutes.
Regular 38.95 ..... **SALE 32.95**

TACONITE TRAINS OF MINNESOTA See four Northeast Minnesota Iron Ore haulers including the Burlington Northern, Cyprus Northshore Mining, Duluth Missabe & Iron Range and the LTV Steel Mining. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

ALCOS ON THE GREEN BAY & WESTERN See Wisconsin's last all Alco powered railroad as the GB&W works the scenic line from Winona, MN to Green Bay, WI. Also includes cab ride and connecting railroads. 100 Minutes.
Regular 38.95 ..... **SALE 32.95**

NICOLET BADGER NORTHERN Located in Northeastern Wisconsin this video features the NBN winter logging trains and Baldwin RS12 #207 on the Nicolet scenic rails tourist line. 60 Minutes.
Regular 35.95 ..... **SALE 28.95**

FOX RIVER VALLEY RAILROAD The FRV was a 214 mile regional railroad that used vintage EMD locomotives as it served the Wisconsin paper producing Fox Cities from Green Bay to Milwaukee. Once part of the C&NW and now owned by the WC. 100 Minutes.
Regular 38.95 ..... **SALE 32.95**

TWIN CITIES HOT SPOTS Exciting train action from 30 locations in and around Minneapolis and St. Paul, MN. Shot in 1993, it includes 15 different railroads including steam. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

ALCOS IN THE CORN BELT Located in Illinois and Indiana, this video features Alco train action on the Indiana Hi-Rail and the Kankakee Beaverville & Southern. See Alco models RS11, C425, C420 and a S4. 100 Minutes.
Regular 38.95 ..... **SALE 32.95**

THE TRAINS OF ALGOMA COUNTRY Located in Ontario, Canada this video features freight and tourist trains of the Algoma Central plus the CP Rail and WC at Sault Ste. Marie. 98 Minutes.
Regular 38.95 ..... **SALE 32.95**

C&NW IRON ORE ROUTE A system wide look at the upper Michigan taconite operations on the Chicago & Northern Western RR. Includes mines and tac plant, ore trains, Escanaba ore port, and ship loading. 96 Minutes.
Regular 38.95 ..... **SALE 32.95**

DAKOTA MINNESOTA & EASTERN The DM&E is a 917 mile regional railroad that travels from Winona, MN to Rapid City, SD. See great train action with numerous runbys. Plus a cab ride on DME SD10 #555. 101 Minutes.
Regular 38.95 ..... **SALE 32.95**

DULUTH WINNIPEG & PACIFIC Located in the beautiful arrowhead region in Northeastern Minnesota. See DWP yard and freight action from Superior, WI to International Falls, MN includes some vintage RS11 Alco footage plus CN and the MD&W. 100 Minutes.
Regular 38.95 ..... **SALE 32.95**

C&NW IN NORTHWEST WISCONSIN An in-depth regional look at the Chicago & Northwestern. Great train action from Altoona west to Hudson, east to Adams and north to Superior. See 20 different diesel models plus a cab ride on CNW SD18 #6622. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

THE TRAINS OF WINTER Features train action on twenty upper Midwest railroads. Shot in Minnesota, Upper Michigan, and Ontario, Canada. Diesel power from EMD, GE, Alco & Baldwin. 90 Minutes.
Regular 38.95 ..... **SALE 32.95**

SALUTE TO THE SOO LINE A contemporary look at the Soo from Chicago and across Wisconsin along the Mississippi River to Minneapolis and St. Paul, MN to Portal, ND. See 15 models of Soo Diesel power, everything from GP7's to SD60MS. 2 Hours.
Regular 47.95 ..... **SALE 40.95**

NORTHLAND BALDWINS AND THE E&LS Featuring train action on the Escanaba & Lake Superior RR located in timber and paper regions of Upper Michigan and Northern Wisconsin. Very rare diesel power including Baldwin and EMD. 90 Minutes.
Regular 38.95 ..... **SALE 34.95**

Wisconsin Residents Add 5% Sales Tax
Shipping: USA $4/Canada $5/$1 Ea Add /3 Ship Free

PLETS EXPRESS
PO Box 217 · Altoona, WI 54720 · 715/833-8899

TRANSIT CURRENTS

Los Angeles Red

AFTER A LONG WAIT, the Los Angeles Red Line subway was finally extended from its first western terminal at West Lake/Macarthur Park to Wilshire Boulevard and Western Avenue with intermediate stations at Wilshire and Vermont, and Wilshire and Normandie. The run from Union Station to Wilshire and Western takes 13 minutes. Nearly twelve minutes are saved over a bus trip from Western Avenue to Pershing Square, and 15 minutes are saved on the trip to Union Station.

John A. Lee writes that he received passes for the Southern California Chapter of the Electric Railway Historical Society for exploration of the subway extension several weeks before it opened. Mr. Lee notes that each of the stations has its own architecture and $1 million of art. He writes that the Vermont Avenue station is double-decked, with the westbound track on the bottom level and the eastbound track directly over the westbound station platform. As the eastbound trains leave they drop down to the crossovers for the Vermont-to-Hollywood main line. The North Hollywood extension is scheduled to open in several years.

Martin Gombert also wrote about the extension. He rode the line a few days after it opened and says the trains were crowded. He makes a good point that the subway now reaches far enough out of downtown Los Angeles that major savings can be made by transferring from bus to rail and vice versa. During the rush hour the service in the new subway will operate approximately every five minutes. Off-peak during weekdays the headways will be about every eight minutes, and in the evening hours will be about 20 minutes. Saturdays, Sundays and holidays will have periods of ten-minute headways.

San Diego Old Town extension

Thursday, June 13, 1996, was opening day for the Old Town Transit Center of the San Diego Trolley. The brand new station is of a late 19th Century style, as befits its Old Town location. There were complimentary rides and celebrations at all the new stations on the line. Community Ride Day was Saturday, June 15, and the service changes with the new north/south Old Town segment began on June 16. Since it was Father's Day, the San Diego Trolley helped celebrate by allowing two young people 18 years old or younger to ride free with one full-fare-paying companion. This policy continued on all Sundays until Labor Day.

The cost to build the 3.2 miles from Cedar Street north along railroad right-of-way to Taylor Street in Old Town from the north end of downtown San Diego was $111.2 million. Trolleys from Old Town are part of the north/south line and operate to San Ysidro at the international border. The new stations on the line are at Middletown/Palm, Washington Street and the Old Town Transit Center. Building the line to Old Town was expensive because of two underground grade separations at Grape and Hawthorn Streets and overpasses at Laurel and Witherby Streets. A pedestrian subway was also constructed at the Old Town Transit Center.

Douglas I. Duncan rode the line and reported the newest 2000-series cars were in service. He noted the smoothness of the ride, the comfortable seats and attractive interiors. At midday he noted three-car trains were in service. The Old Town station has four tracks and two bus lanes. An underground passage connects the depot with another bus lane and public parking on the west side of the BNSF/Amtrak/Coaster tracks, which lie to the west of the San Diego Trolley line. Many thanks to Douglas C. Reynolds, Roger Jenkins and Douglas I. Duncan for the information.

Midtown Direct to Manhattan

When New Jersey Transit began its new Midtown Direct service, it expected 1,500 daily riders. Over 4,100 passengers rode the first day of revenue service; that meant lots of crowding. Midtown Direct allows certain trains on NJT's Morris & Essex Line to access Penn Station in New York, via a long-talked-about connection where the two lines cross in the meadows. Previously, all M&E trains terminated in Hoboken.

Midtown Direct was called the Kearny Connection while the service was in the planning and construction stages. The new connection saves M&E's mid-town riders 30 to 40 minutes each way in their commutes. The time savings could be the biggest improvement to the timetable since DL&W bored its own tunnel through Bergen Hill in 1874. The one-seat ride is very attractive to New Jersey commuters. Up to the creation of Midtown Direct, North Jersey residents using M&E service had to change to PATH subway trains at Hoboken that were often highly overcrowded. In the past, of course, mid-town passengers rode ferries from Hoboken to a variety Manhattan terminals.

At the present time NJ Transit operates 21 trains a day in each direction to and from Penn Station on the M&E. One of these trains originates in Gladstone and 20 originate in Dover. This weekday-only service, initiated mid-June of 1996, added weekend service on September 8, 1996. Midtown Direct trains operate every 30 minutes during the rush hour and hourly off peak. As part of the trip, travelers will experience lights-out

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Line Expansion

on the connection during the change-over on the fly from the Morris & Essex's 25,000-volt operation to the Northeast Corridor's 11,000 volts. To serve the Midtown Direct riders, many stations have expanded parking, including Denville, Far Hills, Chatham, Convent, Morristown, Lyons and Mountain View. Thanks to John Spychalski for the news.

New Metro-North station

Commuters on Metro-North Commuter Railroad's Hudson division will be pleased at the opening of the new station at Cortlandt. This is the first new full-service station to open in New York state since Metro-North began operations on the erstwhile New York Central lines in 1983. The station replaces Crugers and Montrose; these stations were located in places where it was impossible to expand either the station or the parking. The new station is located between the stations it replaced, roughly five miles north of Croton-Harmon and the M-NCR shops.

CSX to MARC: Leave!

The Maryland Rail Commuter Service pays CSX $15 million a year to run its passenger trains on CSX tracks. Its contract expired in October of 1995 and has yet to be renewed. CSX showed its displeasure with MARC commuter trains by stopping service to Camden Yards for Baltimore Orioles games.

Now CSX complains it is limited to running its freights between 9:00 p.m. and 5:00 a.m. to stay out of the way of MARC's scheduled commuter trains. CSX claims its freights have a poor on-time performance, which is costing the railroad lucrative business; as a consequence, CSX wants the exclusive use of its tracks. In order to keep the commuter trains running, one idea is to build a third track along the lines that are used by both CSX for freight and MARC commuter trains. The cost of the increased trackage would be about $800 million, and CSX's position is that it would be up to MARC to pay for it. We'll see how this one pans out. Thanks to Marion J. Zych and to Charles Bogart for the information.

Cutting grade-crossing accidents

We know that a lot of people behave like complete idiots when they get behind the wheel of an automobile. Particularly stupid is driving around crossing gates on a freight, commuter rail or light rail line.

One way to stop this inane behavior has been tested by the Metropolitan Transportation Authority in the Los Angeles area. Motorists who drive around lowered crossing gates of the Metro light rail Blue Line between downtown Los Angeles and Long Beach may have their pictures taken by an automatic camera. The cars are then identified from their license plates. The local municipal courts fine the miscreants $104 for their misdeeds. Photo enforcement is now in place at 17 Blue Line grade crossings.

Another tactic is taken by the Connecticut Department of Transportation in league with ABB Traction, Inc. A one-year demonstration will begin in fall 1996 where the ABB equipment will be added to the signaling system at the School Street grade crossing in Mystic, Connecticut, along the Northeast Corridor. The system features quadrant gates that fully block the street crossing. Intelligent electronics will be installed in the wayside equipment and on the train, and continuous radio communications will be available between the two. The system detects automobile intrusion on the railway path and will command the oncoming train to stop before it reaches the crossing. It will then instruct the train to proceed as soon as an all-clear is detected by the electronics at wayside. The system minimizes motorists' wait at grade crossings and provides the train operator with constant feedback about situations at the crossing. Let's be careful out there.

Flashes

An excellent brief history of the trolley lines in northern **KENTUCKY** is in the article "Streetcars of Northern Kentucky" by Earl W Clark, Jr. It appears in Volume 3, Number 2 of *Northern Kentucky Heritage* magazine. For more information, contact Karl Lietzenmayer, 501 E. Southern Ave., Covington, KY 41015.

NEW JERSEY TRANSIT awarded a $6 million engineering consulting contract to study rail transit in the Philadelphia suburbs of South Jersey. The two firms working together on the project will evaluate various route locations and prepare specifications for the firm that will actually build the line.

The Siemens transit team won the DBOM contract to design, build, operate and maintain Tren Urbano in **SAN JUAN**, Puerto Rico. Siemens is a vertically integrated firm that manufactures many of the system's items itself.

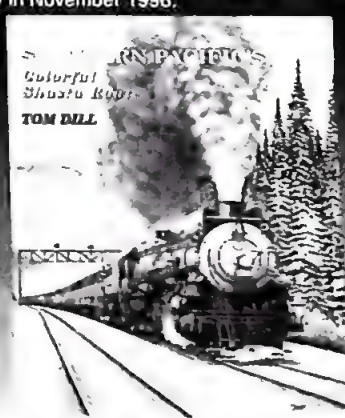
A 48-inch cast iron water main on 40th Street between Broadway and 7th Avenue in **MANHATTAN** burst on the afternoon of Saturday, May 4, 1996. The failure of the 1902-vintage water main brought a flood of water into basements and nearby subway tunnels. Subways as far south as 14th Street were affected. The trains began running again on May 6, thanks to the hard work and quick action on the part of New York City employees.

More patrols will be found around stations on Metrorail in **NORTHERN VIRGINIA.** An increase in crime and a carjacking by armed youths who used the Metro to get to the Eisenhower station on the Yellow Line prompted local officials to demand more security. Thanks to Marion J. Zych for the information. Mr. Zych also tells me that the Washington Metro board voted to lower bus fares for commuters who use buses to reach Metrorail stations.

Transit Archive Series
A collection of industry-produced training & publicity films from the heyday of electric railroading.
VOLUME THREE
ALL-CHICAGO TAPE
New transfers to video from 35mm prints of three Chicago, North Shore & Milwaukee films:
Pace of Progress
Along the Greenbay Trail
El Trains to the Eucharistic Congress
and from Chicago Surface Lines:
Safe Highways
Approx. 1 hour total, all black & white.....$19.95

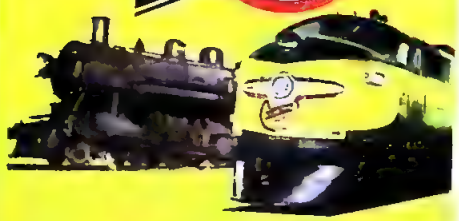
Transit Gloria Mundi
(800) 428-7003
36 East 27th Street, Dept. B-46
Baltimore, MD 21218.
Visa, MasterCard, check or money order. VHS only. Please add $3.00 per order for shipping and handling, MD add sales tax. Free list of other titles.

Four Ways West Publications introduces a new book
Southern Pacific's Colorful Shasta Route
by noted SP author Tom Dill. This new 128 page all color book features the greatest photographic renditions of SP's scenic route between Oakland and Portland. Featured is SP's steam, both large and small, and early diesel locomotives in *tiger stripes* and *black widow*. Order today at our special introductory offer of just $40 + 3.50 US shipping. This book will be ready in November 1996.



Four Ways West
PUBLICATIONS
P.O. BOX 1734 - La Mirada CA 90637

NEW VIDEO:
In stock now!
CHICAGO NORTHWESTERN SYSTEM



CHICAGO & NORTH WESTERN
Left Hand Railroad
Produced by Bill Warrick

Tracing the history of the C &N W, this video features rare film footage of steam and diesel operations plus video of the latest diesels acquired by C&NW.

Written by historian Jim Neubauer
Hosted by Bill Warrick

Live interviews with
Arthur Dubin
Mike Blazak
George Krambles

Featuring
The famous "400's"
Chicago Commuters
Freights
Chicago Great Western
Omaha Rd
UP Streamliners
Minneapolis & St. Louis
and much more!

49 Minutes and only
$ 39.95

Add $ 4.00 p&h for 1 tape, $1.00 for ea. add'l
PA & FL residents add 6.5% sales tax
VISA/MC CALL TOLL FREE 1(800) 783-3886
Mail orders send check or money order to:
HERRONrail video
2016 N. Village Ave.
Tampa, FL 33612
Fax (813)932-6173

HERRON RAIL VIDEO

MARKERS

EDITORIAL COMMENTARY

The 1996 Cover One Contest

The 1996 Cover One Contest brought out the color, with a total of 123 photographers submitting 1042 images in the form of 939 slides and 103 prints. The last "open subject" contest was in 1994 (last year had a "winter" theme) and drew 122 photographers submitting 1024 images. The first entry for this year's contest arrived well before we even announced the contest — Norman Barrett's entry arrived on June 21. The first round of judging was done by associate editors Del Vecchio and Barry, which whittled the total down to 134 contenders by 49 photographers.

Editor Boyd joined the judging on the second round, with 51 images making the cut, all transparencies. The third round narrowed the field to 29 solid contenders. We took a break at this point, and came back the next day to pick the eleven winners. To get as many "names" into the winner's circle as possible, we decided that we would only give one award per photographer. There were about five photographers, however, with multiple entries in the final 29.

In the 1995 contest ten of the eleven winners were on Kodachrome film. This year there were only four Kodachromes among the winners, with one Ektachrome and six taken with Fuji films. Both the first and second place winners were taken with Fuji Velvia. It's apparent that more photographers are thinking "cover contest" when they shoot, as eight of the eleven winners were taken since the deadline for the 1995 contest.

The First Place winner was taken by a photographer who is no stranger to the cover. Les MacDonald of Conway, New Hampshire, completed his "hat trick" by taking First for the third time. His previous winners were in 1992 and 1994. His photo of Conway Scenic Railroad FP9 6516 crossing Stoney Brook near Bartlett Village, N.H., certainly met our number one criteria — the photo must be colorful. And those diesels with their dulux gold noses certainly caught our eye! The pristine snow was the clincher. Les's entries gave the judges the most trouble, since he had no fewer than five legitimate winners in the final cut, any of which would have made an excellent cover.

Our Second Place award goes to David G. Lange of Eugene, Oregon. He caught Amtrak's *Coast Starlight* framed by scotch broom outside his hometown on June 8, 1996. The judges were amazed that anyone could get a prize-winning photo of the non-photogenic Amtrak "Genesis" units. Had that unit been a "Pepsi Can" P32-8, it might have been enough to bump this shot into first place — although the one real "problem" we had with the photo was the top of the tree protruding into the middle of the unit. This is David's first published photo in R&R. (See the write-ups on the two top winners in WE'D LIKE YOU TO MEET ... on page 12.)

The nine runners-up are presented in random order on page 63. Semaphores are always popular subjects for the Cover One Contest, and Karl Kraus of Fanwood, New Jersey, took a "going away" view of Springfield Terminal 640 passing one of the blades on Conrail's Southern Tier Line at Cameron, New York, on June 11, 1988. Karl submitted this image as a tribute to disappearing "traditional railroading."

Frederick G. Bailey of Charlestown, New Hampshire, lensed the southbound *Vermonter*

THE DEPOT ATTIC
AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

WEST. ELECTRIC #7A sounder, 1050 ohms, VG ..$85
CA WEST. RR & NAV. CO. employee TT #41, 8/24/40, 2 panels - 4 pgs., ex- office copy, Gd $30
MICH. CENT. Adlake switch lamp 2 - blue / 2 - red lens, applied tag embossed "M.C.R.R.", Gd $250
T. E. HOHMANN COAL AND BUILDERS' SUPPLIES 1933 calendar, photo of coal pocket with B&O hoppers up top and period trucks down below, full pad, a Bakerstown, PA company piece that is VG $85
H&BTM card ticket, from Saxton, PA, Gd $5
FRANKLIN FIRE DOOR cab notice, 6-3/4 x9-3/4 one-sided sheet metal, operating instructions plus illustration of loco backhead, with fireman adding coal through the Franklin door, VG $65
MEMPHIS & CHARLESTON 1895 annual pass, VG .$35
AT&SF / LIONEL art print, 15-5/8 x 21 with an image of 13-7/8 x 19-1/4, striking Robert L. Hunt print of scale SF A-B-A lash-up of "Warbonnet" F-Units on Lionel 3-rail track sitting under the Christmas tree, vivid color, signed, nice display piece when framed ..$15
"HAVEN IN THE HARDWOOD -THE HISTORY OF PICKENS WEST VIRGINIA" by Nelson, h/b, VG ..$30
RUTLAND set of 10 "Newsliner" magazines, from the 1950s, info, pix, all different, all VG $20

PHONE (717) 687-9300

WHAT DO YOU GET...

NATIONAL RAILWAY HISTORICAL SOCIETY

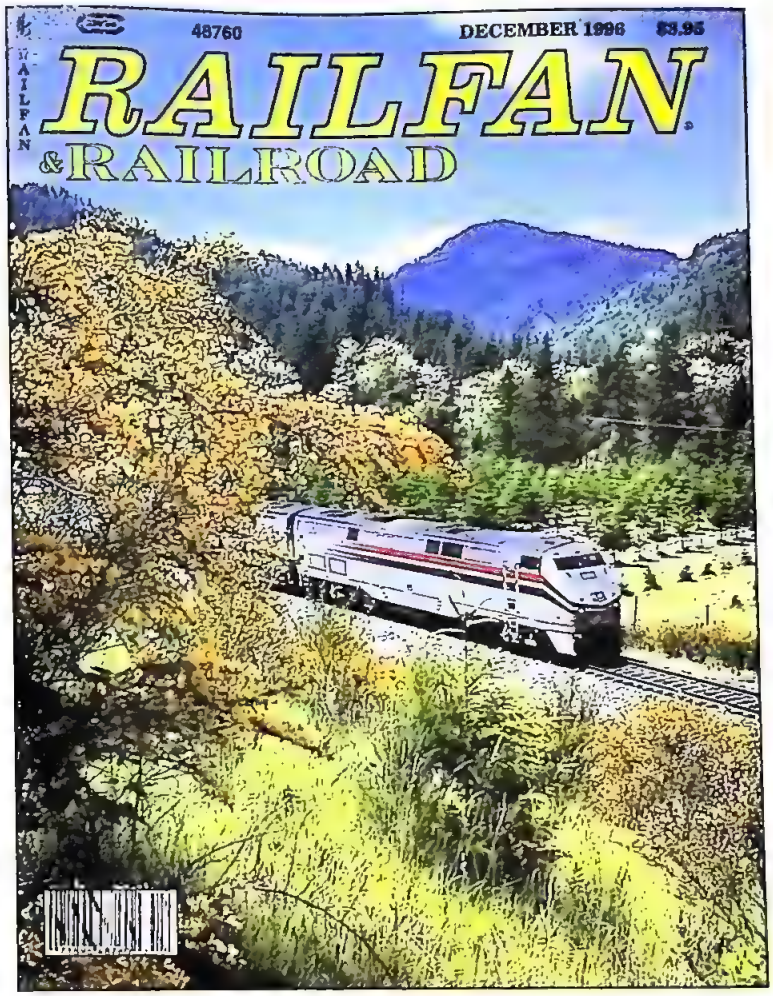
...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $15 for membership ($7.50 in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58153-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740



David G. Lange

at White River Junction, Vermont, while New England Central train 324 did some switching. It's unusual for both trains to be in town simultaneously, but the severe January 1996 thaw was causing havoc on the NECR, and Fred was on hand to take advantage of the very late-running 324.

Lance Wales of Rockford, Illinois, captured a set of Santa Fe warbonnets on a double-stack train north of Brandsville, Missouri, on August 1, 1994. It's actually BN train No.82, a Santa Fe run-through, on the old

NEW VIDEO: Order now!
Santa Fe
Across the Arizona Divide

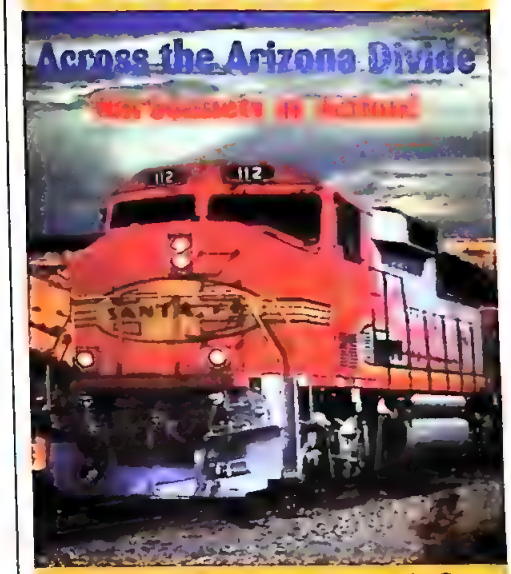
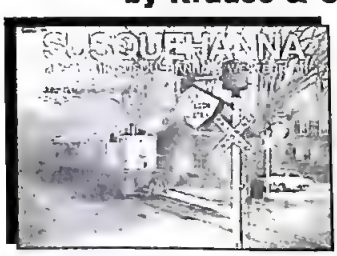



Photo by Joseph L. Oates
ATSF Fast Freights roar across the Arizona Division from Kingman to Canyon Diablo! With cameo appearances of Amtrak's Southwest Ltd and the Grand Canyon Scenic Railroad.
Join railfan Jack Bejna for a video sojurn to the Seligman Subdivision as he brings you spectacular railroading on the Santa Fe in its pre-merger glory!
Location Maps! Stereo! Narrated! One full Hour!
and only $ 29.95!
A Jb/Herron Rail Production
Add $ 4.00 p&h for 1 tape, $1.00 for ea. add'l.
PA & FL residents add 6.5% sales tax
VISA/MC CALL TOLL FREE 1-800-[illegible]
Mail orders send check or money order to:
HERRONrail video
2016 N. Village Ave.
Tampa, FL 33612
http://www.rrhistorical.com/rrv
HERRON RAIL VIDEO

SUSQUEHANNA
by Krause & Crist

The New York, Susquehanna & Western from Erie steam and railcars through RS1's to GP18's. Picturesque railroading in rural New Jersey is captured by a variety of skilled railfan photographers. Publisher Hal Carstens having a long association with the Susquehanna furnished both photos and encouragement to this project. (C00080)..... 15.95
TO ORDER CALL TOLL FREE 1-800-474-6995
HAVE CREDIT CARD READY!
VISA/MC/AMEX/OPTIMA accepted. Or please send check or M.O. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T.
Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Erie Lackawanna Historical Society
1997 Calendar
$8.95
plus $2.00 s&h

14 Color Views - Erie - EL
Send to: ELHS
1 Cottontail Lane., Columbia, N.J. 07832

TRAINS GONE BY...
Limited Edition Marble Trains.
A Collection of Train Lines Past & Present. Original Designs Limited to 3,000 each.
For Current List Call :
XPRESSLY FOR YOU
1-800-752-4444

4 New Action Videos!

Czech Rys 4-8-2. One of 3 in EC 011

ECCENTRIC CRANK PRODUCTIONS

STEAM in the CZECH REPUBLIC
7 Steam Locomotives
in regular mainline service
plus Diesels & Electrics
Item EC 012 1 hour 32 mins

GERMAN MAIN LINE STEAM 1996
6 Steam Locomotives
in freight & passenger service
Dresden Loco Shop Open
House with 30 Steam Locos
Item EC 013 1 hour 31 mins

GERMAN NARROW GAUGE 1996
Meter Gauge & 750mm Gauge
Harzer Schmallspurbahn
Cranzahl to Kurort Oberwiesenthal
2-10-2t Steam Locos in daily Service
Item EC 014 1 hour

EUROPEAN MAIN LINES 1996
German Electrics & Diesels
Freight & Passenger Action
Cab ride Saalfeld - Arnstadt
Dresden Area Frankfurt Hbf
ICE High Speed Line
Rhine River Freight Line
Item EC 015 1 hour 32 mins

ALL COLOR
SHOT ON DIGITAL VIDEO
NO NARRATION NO MUSIC
LIVE DIGITAL STEREO SOUND

only $ 29.95 each!

Add $ 4.00 p&h for 1 tape, $1.00 for ea. add'l
PA & FL residents add 6.5% sales tax
VISA/MC CALL TOLL FREE 1(800) 783-3886
Mail orders send check or money order to:
HERRONrail video
2016 N. Village Ave.
Tampa, FL 33612
Fax (813)932-6173

Frisco. The train is heading up the two-mile-long 1.35% Strawberry Hill.

Back on the New England Central, Mike Confalone of Goffstown, New Hampshire, captured train No.324 crossing the White River at Sharon, Vermont, in October 1995. A "looking up" view of a train on a bridge is a consistent contender for a cover, and Mike combined the view with some autumn foliage to produce his winner.

A bright red engine combined with a bright orange tree produced a winner for Bob Bahrs of Morris Plains, New Jersey. He caught CP Rail SD40-2 5419 on an eastbound New York, Susquehanna & Western freight at Stockholm, N.J., on October 17, 1995. Bob won the 1993 Cover One contest.

Steam often does well in Cover One contests, but this year only one steam scene made the eleven winners. F.J. "Rick" Ahearn of Baldwinsville, New York, captured Cumbres & Toltec Scenic 2-8-2 487 in Chama, New Mexico, under the moon on May 7, 1993.

Thomas T. Baker of Whitehouse Station, New Jersey, ventured to Housatonic, Mass., to capture freight NX13 on the Housatonic Railroad in October 1996. Once again, this is a combination of a "looking up" view on a bridge combined with autumn colors.

Commuter trains aren't usually associated with rugged tunnels, but that's the combination used by Don R. Flynn for his runner-up shot. He photographed Metrolink F59PH 864 exiting Tunnel 19 in Soledad Canyon on the Santa Clarita Line with a Saturday Shoppers' Special on December 9, 1995.

Green is the word for the runner-up image taken by Jamie Miller of San Rafael, California. He lensed California Northern SD9s 201 and 202 with GP15-1 107 on Lower Ridge Hill near Willits on April 8, 1996. The judges particularly liked the way the yellow handrails and lumber car snapped out against all that green.

Congratulations go out to all this year's winners, and we thank all those who entered. To simplify next year's contest, the theme will be "Conway Scenic Railroad Scenes by Les MacDonald."

Just joking. Besides, thus far Les has only won in even-numbered years. Next year's contest will be open to any railroad subject taken at any time of the year by any photographer. We'll be announcing the details and deadlines by mid-year. Until then, keep your camera sideways — S.B.

On the road with 844

Jack Wheelihan of the SP 4449 crew was working as one of the firemen on the Union Pacific 4-8-4 844 crew this past August and had some interesting observations:

"During the 844's two day-trip from Council Bluffs, Iowa, to Chicago's Proviso Yard over the former C&NW double track main line, we encountered an operating condition unique to late '90s railroading.

"UP regulars Steve Lee and Lynn Nystrom worked the first half of each day's trip, and Bob Krieger and I worked the second half. We would also handle the spots to water the passenger cars and tenders before tying up for the night. Bob and I had gone on duty at Sterling, Illinois, on Sunday, August 25, for the last leg into Elmburst and tie-up in Proviso. We were soon informed that one of the hottest eastbound pig-trains was less than two hours behind us and would run around us on the westbound main track, probably west of De Kalb. Naturally the dispatcher wanted this run around to take place out in the corn fields so that none of the thousands of lineside spectators would be present when the 70-m.p.h. hotshot blasted east on the 'wrong track' and hit someone.

"When the allotted time and location came, between Rochelle and Creston, we slowed to about 30 m.p.h. between two CTC controlled sets of crossovers 'out in the corn.' The hotshot crossed over to Track 2 behind us and proceeded to accelerate east.

"Now, remember, the former C&NW is all left-hand running, so I can't see him coming past us on the engineer's side. I'm just minding my own business as we ease along at 30 m.p.h. with a light throttle and a drifting fire. With a speed at least 30 m.p.h. faster than ours, the eastbound blasts past Bob's cab window. Neat: one ... two ... three of Erie's latest for power. I glance forward out my cab window to watch him continue east and ... what the heck! The entire front of the 844 is covered in smoke! Damn, I forgot to watch my fire as the hotshot probably pushed a big blast of air up under the firebox.

"I quickly back up on the firing valve, adjust the atomizer and add a little blower, then check forward again. Damn. The smoke is even thicker now! What the heck is going on with my fire? I lean over to the firedoor peep-hole and with my left hand pull the firing valve back until the flame goes out, then one notch forward and we now have a nice, small spot fire. She *can't* smoke now!

"WRONG.

"I still can't even see the pig train.

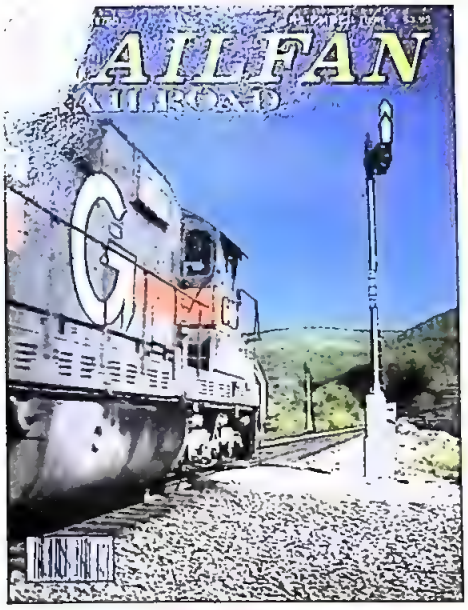
"Suddenly I'm aware that both Krieger and the pilot engineer are laughing at me like crazy. What? What'd I do? Bob yells above the noise of the flying eastbound that, 'It's not you, its those GEs!' I check forward again, and, sure enough, all the smoke is continuing to roll, but much further ahead of us now. Obviously the engineer on the eastbound had advanced the throttle one or two notches right next to us and ... .

"Well, everyone on the train and out in the countryside wrongly thinks that the steam engine sure made a lot of smoke!"

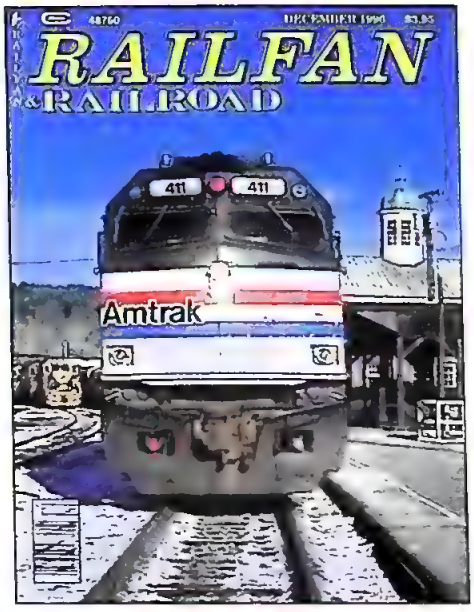
I was trackside at Creston and ducked over to the north side of the main line to be in position just in case the piggybacker and 844 came through town together. I regret now that I didn't bother with a "dark side" shot of those GE's. The pigger's FRED cleared just seconds before the 844 entered the shot (**below**). Fireman Wheelihan, just moments after his smoke panic, gave me a giant wave as he spotted me along the track.

JIM BOYD

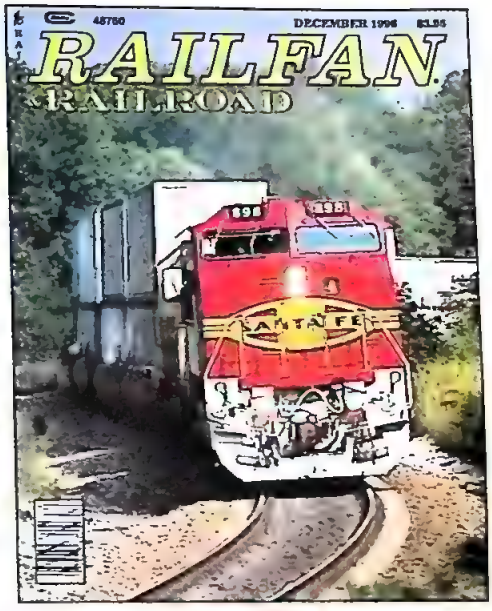
Departing De Kalb a short while later, he put on a crowd-pleasing show with a perfect "passenger plume" of light smoke as the 844 accelerated beneath the concrete coaling tower that still spans the main. Some guys just know how to fire.



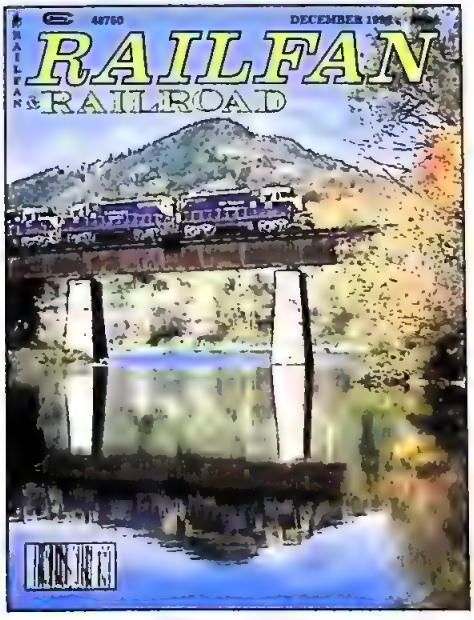
Karl Kraus



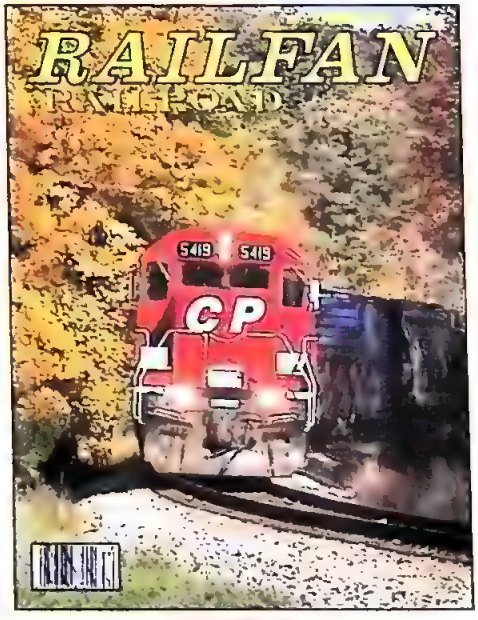
Frederick G. Bailey



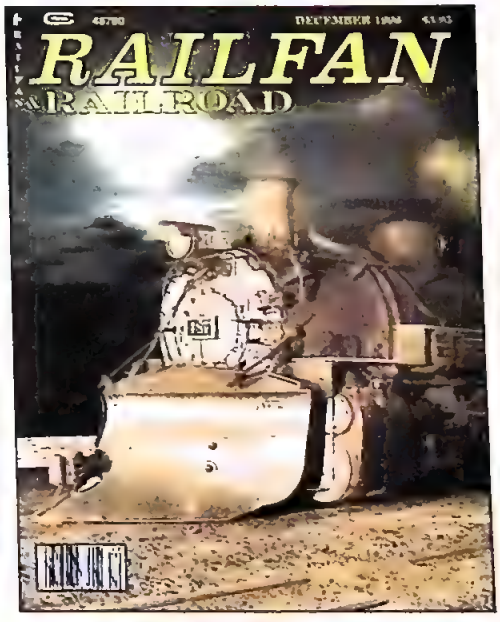
Lance Wales



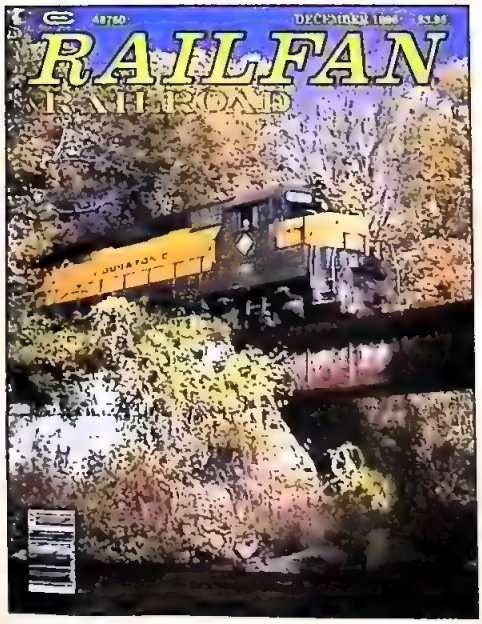
Mike Confalone



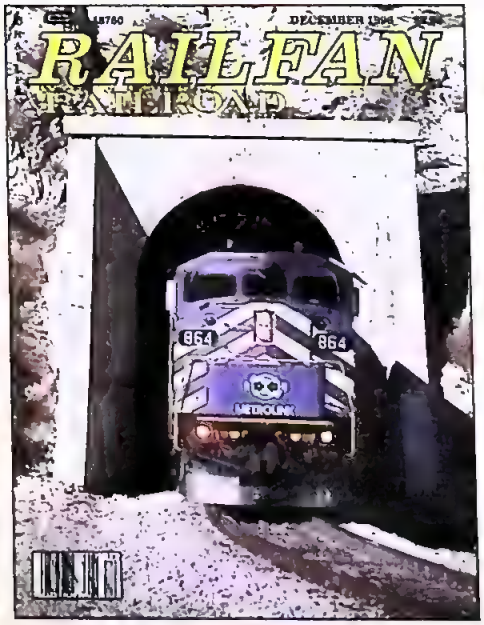
Bob Bahrs



F. J. Ahern



Thomas T. Baker



Don R. Flynn

Jamie Miller

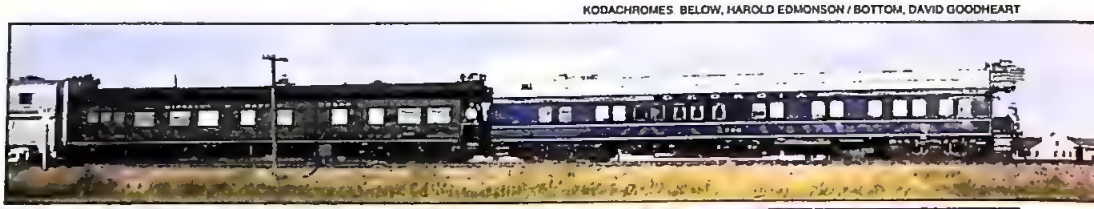
"DIXON HILL" was assaulted by two different steam locomotives in two different states within two weeks of each other. While the R&R editor only grudgingly admits that the Frisco's Dixon Hill in Missouri is a bit more famous than the North Western's Dixon Hill through his Illinois hometown, both brought out the best in a couple of main line locomotives. Union Pacific 4-8-4 844 made easy work of C&NW's Dixon Hill (**below**) on August 25, 1996. UP's "greyhound" is back in black for 1996, having last run in 1991 in two-tone gray *Overland* paint, and it stormed up Dixon Hill en route to a series of trips on UP's former-C&NW lines sponsored by the non-profit Pacific Limited Group. (Boyd also concedes that Dixon, Ill., is probably better know as the hometown of another "favorite son," former President Ronald Reagan.) The UP 4-8-4's ferry move to Illinois had began on August 21, 1996, (**left**) with the customary freight train behind auxiliary tenders and tool cars out of Cheyenne, Wyoming. On September 4, 1996, Frisco 4-8-2 1522 had just crested the Frisco's legendary Dixon Hill in Missouri (**center**) during its ferry move from Topeka Railroad Days back to the Museum of Transportation in St. Louis (**page 28**). This Dixon Hill was home turf for 1522 before retirement.

TOP EKTACHROME JACK WHEELIHAN / ABOVE FUJI VELVIA, JIM BOYD

FUJI PROVIA MIKE DEL VECCHIO

KODACHROMES BELOW, HAROLD EDMONSON / BOTTOM, DAVID GOODHEART

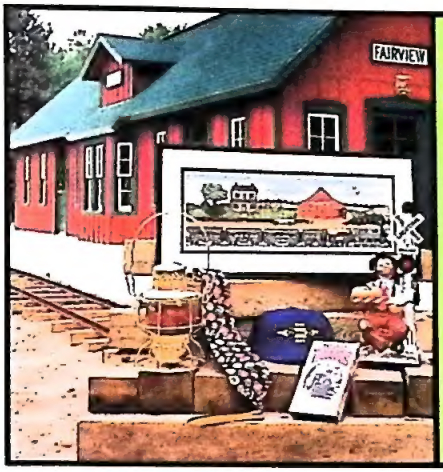
PRESIDENT CLINTON campaigned on privately owned business cars *Georgia* and M-K-T 403 (**right**). Three Amtrak AMD103s led the train at Whiting, Ohio, August 27, 1996 (**below**). See RAILNEWS.



RAILFAN RAILROAD

MUSEUM & TOURIST LINE DIRECTORY

Railroad Museums and Tourist Lines help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support them.



SCHRADER'S 1997 Railroad Gift Catalog

Now available, Schrader's *"Newest"* Railroad Gift Catalog. You are sure to find enjoyment while you browse through the large formated 48 pages, all in color, featuring over 800 top quality items. Designed for you, the collector, modeler, and hobbiest. Our unique items are perfect for your home or office.

Please send $1.00 for a catalog to:

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept.RR
Fairview, Michigan 48621

MANITOU AND PIKE'S PEAK RAILWAY — COG WHEEL ROUTE

For over 100 years, **the world's highest cog railway** has been transporting passengers in safety and comfort to the 14,110-foot summit of Pikes Peak, the mountain that inspired *"America The Beautiful"*.
Reservations advised: (719)685-5401
•Gift Shop •Snack Bar •Major Credit Cards
MANITOU & PIKE'S PEAK RAILWAY
PO Box 351, MANITOU SPRINGS, CO 80829

ILLINOIS RAILWAY MUSEUM — *HOME OF THE NEBRASKA ZEPHYR*

Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure and discount coupon.

Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
http://www.irm.org/
http://www.mcs.net/~devanno/irm.html

Illinois* Don't Miss It! SM

ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

CONWAY SCENIC RAILROAD

Experience the Golden Age of Railroading as you journey through spectacular Crawford Notch on the "Notch Train", or travel through the countryside of the Mt. Washington Valley to Conway or Bartlett aboard the "Valley Train".

Two Great Trains - Three Unique Excursions!
Choose a 1 hour, 1¾ hour or 5½ hour trip back in time.

Weekends - April 20 to May 17
Daily - May 18 to Oct 27
Weekends - Oct 28 to Dec 22

ANNUAL FALL RAILFAN'S DAY
Saturday, October 19, 1996
SASE for Brochure

CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
603-356-5251

Railfan & Railroad reaches the active railroad enthusiast. 79% of our readers report they visited a railroad museum or tourist line this year.
With our reasonable ad rates, ***Railfan & Railroad*** is a great way to attract new customers for your operation. For information on advertising call Pieter Uptegrove (201) 383-3355.

---

6 Great Color Calendars

for 1997 from McMillan Publications

New!

CSX Transportation

$11.95 Single Copy Price

Shipping and Handling: U.S. Customers $4.00 per order
Canadian and foreign: $4.00 for first calendar; $2.00 for each additional

Special Offer: order additional calendars and save!
Buy two for $21.95; three for $31.95; four or more $10.60 each
Note: Offer valid for any mix of calendars only if ordered at one time and shipped to a single address

Each calendar opens to 14 x 22 inches and features 14 color photos

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106

- **MasterCard**
- **Visa**
- **Discover**
- **American Express**

Colorado residents add 7-1/2% tax

Order now from:
McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622
Information: 303-456-4564
24-hour Fax 303-456-2049
Email: MacPubInc@AOL.com

THREE READING & NORTHERN KODACHROMES KERMIT E. GEARY, Jr.

READING & NORTHERN, one of the first Conrail Express roads, ran an inspection train through Lehigh Gorge to Coxton, Pa. U23B 2395 (**right** and **below**) sports the new Conrail Express image. See RAILNEWS.

KODACHROME: LARRY MALSKI

KODACHROME: JOE VANHOOREBEKE

DELAWARE-LACKAWANNA Railway painted RS11 1804 into the striking corporate livery of parent GVT. It was at Archbald, Pa., on September 12, 1996, with unit coal train UAB. See RAILNEWS.

PENN-JERSEY LINES painted Baldwin AS616 554 into the Reading-inspired livery of parent SMS Rail Services (**above right**). On September 3, 1996, former-Trona 54, nee-Kaiser Steel 1012-B, moved cars at Bridgeport, N.J. on SMS trackage. See RAILNEWS.

KODACHROME: SANDY BURTON

MORRISTOWN & ERIE bought its first non-Alco: SW1500 No.20 (**right**). Built as RF&P 91, the Juniata shops remanufactured and painted the unit. "The 20" will work the Bayshore Terminal operation near Elizabeth, N.J. See RAILNEWS.

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP
Discount Prices & Never a Shipping Charge within the U.S.

RAILROAD OF THE MONTH: "Logging Railroads"

- Argent Lumber Company Swamp Rats . . . 35.50
- Cabooses of the Narrow Gauge & Logging 15.00
- In Search of Steam Donkeys- H/C 49.50. . . S/C 36.00
- Logging as it Was . . . 31.50
- Logging by Rail - British Columbia . . . 40.50
- Logging in the Woods . . . 36.00
- Logging Railroads in Skagit County . . . 54.00
- Logging Railroads of South Carolina . . . 38.75
- Logging the Redwoods . . . 22.50
- Pine Across the Mountain . . . 40.50
- Railroads in the Woods . . . 36.00
- Steam in the Redwoods . . . 24.50
- Swayne Lumber Company . . . 35.50
- West Virginia Logging Railroads . . . 18.00
- West Side Lumber Company . . . 54.00
- Whistle Punks and Widow Makers . . . 31.50
- Working in the Woods . . . 40.50
- Three Men & A Forester (w/ any Logging Book) . 5.00

American Narrow Gauge RRs S/C 27.00 . H/C 58.50
American Railroad Freight Cars S/C (White) .45.00
American Train Depots & Roundhouses . . 27.00
The Amtrak Story . . . 24.25
Baldwin Locomotive Works 1831-1915 (Brown) 32.25
Backwoods Railroads (Oregon) . . . 40.50
Brooklyn Trolleys . . . 27.00
By the EL - Third Ave and its EL at Mid Century . 35.00
Burlington Northern Diesel Locomotives . . 49.50
Burl. North. Santa Fe 1995 Annual (DelGrosso) .40.50
Cabooses of the Baltimore & Ohio RR. . . . 44.00
Central Vermont (The South End) . . . 19.00
Central Vermont Vol. VII (Jones) . . . 36.00
Chasing Trains . . . 49.50
Chesapeake & Ohio in the Coal Fields . . . 20.75
Chesapeake & Ohio Strmlnrs V1 2nd to None 27.00
Chicago's Insull Interurbans . . . 40.00
C&O Diesel Locomotives (Updated Vers.) . 27.00
Classic Freight V5. V6, or V7 . . . 22.50
Classic Freight Cars Vol 8: 50 ft box cars . . . 24.25
Classic Locomotives Vol 1, 2 or 3. . . . 29.75
Colorado & Southern Division . . . 45.00
Comprehensive Guide to Industrial Locos . . 20.75
Crooked & Weedy-Chesapeake & Western 34.00
Cross Country Electrics . . . 22.50
CSXT Box Cars . . . 22.50
Diesel Locomotives - The First 50 Years . . . 25.25
East Broad Top- Slim Gauge Survivor . . . 44.00
EMD SD60 . . . 27.00
Erie Memories (Crist) . . . 36.00
A Field Guide to Trains . . . 14.50
The Floods of July, 1916 (Southern Ry) . . . 19.75
Grand Trunk Corp. Canadian National RR .49.50
Ghost Trains & Depots of Georgia . . . 58.50
Great Northern Pictorial V1,V2,V3 or V4 . . 45.00
Great Northern Equip. Color Pict.(FWW)V1 . . 45.00
GN Color Guide to Freight & Pass Cars . . . 40.00
History of the Georgia Railroad . . . 45.00
The History, Making & Modeling of Steel . . . 45.00
History of RRs in Western No. Carolina . . . 45.00
Illinois Central Mainline of Mid-America . . 38.75
Illinois Central Story . . . 43.50
Illinois Central Steam Finale (Stagner). . . . 22.50
Illinois Central Streamliners . . . 18.00
Iron Rails to Alaskan Copper . . . 22.50
The "L" (CERA-Chicago) . . . 49.50
Last Steam Railroad in America (Link) . . . 45.00

"OLDIES BUT GOODIES" (Limited Quantities)

- Breezers - Open Trolley Cars. . . . 49.50
- Beyond the Third Rail - D&RG,RGS . . . 40.50
- Brown Book- HO Brass Loco Price Guide 20.00
- By Streamliner NY to Florida. . . . 36.00
- California Railroads . . . 42.25
- Colorado's Modern Narrow Gauge Circle. 30.00
- Dining By Rail . . . 31.50
- Mount Lowe. . . . 34.00
- Port Hueneme . . . 40.50
- Twilight on the Denver & Rio Grande . . . 31.50
- Up Clear Creek . . . 34.00
- Wrecks, Accidents & Collisions . . . 31.50

"WHATS NEW?"

- American Shortline Ry Guide 5th Edition . . . 22.50
- American Streamliners Pre-War Years . . . 40.50
- Boston's Depots & Terminals . . . 49.50
- Building the New Rapid Transit of NYC 1915 . . . 15.00
- Chesapeake & Ohio Coal & Color . . . 36.00
- Chili Line and Santa Fe The City Different .40.50
- Coal Cars from Johnstown . . . 22.50
- C&O Frt Cars 1937-1965 V1 Hoppers& Gondolas 27.00
- C- Liners (Sweetland) . . . 20.75
- Complete Guide to L.A. Metrolink (Commuter) 15.00
- Conrail's SD40 and SD40-2s - Color . . . 18.00
- CZ - Story of the California Zephyr . . . 18.00
- Gulf, Mobile & Ohio Color Pictorial . . . 45.00
- Fairbanks-Morse Locomotives in Color . . . 40.00
- Feather River Canyon UP's Heart of Stone 45.00
- Fort Worth & Denver Ry Color Pictorial . . . 45.00
- Glover Steam Loco; The South's Last Steam Builder 35.00
- Great American Railroad Stations (Potter) . . . 27.00
- Great Northern Railway Equip Color Pict. Vol 2 . . 45.00
- Louisville & Nashville - Old Reliable . . . 27.00
- Manhattan Gateway . . . 40.50
- Minneapolis & St Louis in Color . . . 40.00
- Miners Flame Light Book (900 pages) . . . 85.00
- Model Railroading with John Allen H/C . . . 36.00
- Montana's Marias Pass - Early GN Mileposts .22.50
- New York Central Lightweight Pass Cars . . . 26.00
- Nickel Plate Road 1943-1952 Vol 1 (Corns) . . 23.25
- Nickel Plate Color Photography (McCaleb) Vol 2 40.00
- Pino Grande S/C . . . 26.00
- The President Travels by Train . . . 36.00
- Railroads of the Adirondacks (Kudish) . . . 49.50
- Reading Diesels V2 2nd Generation . . . 54.00
- Reading Steam in Color . . . 40.00
- Rio Grande Color Guide to Frt & Pass Equip .40.00
- Rock Island Color Guide to Frt & Pass Equip .40.00
- Scenes Along the Rails Vol 1 Anthracite Roads .22.50
- Southern Pacific's Colorful Shasta Route (Dill) 45.00
- Southern Pacific 1995 Motive Power Annual .40.50
- Southern Railway System Pictorial (FWW) 40.50
- Southern Ry's Spencer Shops 1896-1996(Galaway) 20.75
- Subway Cars of the BMT (Greller) . . . 31.50
- Sunset on the Rio Grande Southern . . . 40.50
- Under Milwaukee Wires . . . 40.00
- Union Pacific Modeler V2 . . . 19.00
- Union Pacific Power V2 . . . 27.00
- Western Maryland Diesel Locos (Stakem) . . . 22.50

ALL Greenberg Books at Discounted Prices.

Listen to the Whistle (Ulster&Orange Cntys, NY) 26.00
Los Angeles & Salt Lake (Signor) . . . 49.50
Midland Valley Rails for Coal, Cattle & Crude .15.00
Milwaukee Road in Color V1 or V2 . . . ea 40.00
Mohawk & Hudson & Saratoga & Schenectady (NY) 22.50
Modern Box Car Types . . . 22.50
Mr. Beck's Underground Map . . . 22.00
The Mud Hens- Rio Grande Narrow Gauge . 25.25
NEB&W Guide HO Stm Era Frt Cars (Revised) . . 45.00
NEB&W Guide to Scenery Structures & Details 36.00
NEB&W Update I to Steam-Era Frt Car Guide-Paint .18.00
NYO&W & the Dairy Industry in Central N.Y. .56.25
1930 Loco Cyclopedia - Reprint . . . 65.00
Northern Pac. Color Guide to Frght & Pass Cars .40.00
Northern Pacific Color Pictorial(FWW) V1 or 2 . .45.00
Northwestern Pacific RR & Its Successors . . . 35.00
NY Subways Car R1-R110 . . . 45.00
Orange Blossom Special - Winter Train . . . 18.00
Pascack Valley . . . 36.00
Pullman Heavyweight Cars . . . 45.00
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea. 36.00
Rail Lines of Southern New England . . . 20.75
Railroad Atlas of North America- NE, CA&NV, CO&UT, AZ&NM, WI&IL . . . each 21.00
Railroad Caboose . . . 31.50
Railroads of the Ohio Valley . . . 19.75
Railroad - What it is, What it does . . . 26.00
Rock Island Color Pictorial V 1 or 2 . . . 45.00
Rock Island Motive Power (Stagner) . . . 45.00
Run of the GE's - CNW Final Motive Pwr Roster .15.00
Santa Fe in the Mountains . . . 17.00
Santa Fe Rails V1 . . . 34.00
Santa Fe RR Gateway to American West . . 54.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY! Pentrex

- Christmas Trains . . . 16.00
- Daylight 4449's Oregon Journey . . . 24.00
- Early Baldwin Diesels of the S. Pacific. . . 16.00
- Eastern Quebec's Ore V1 or V2 . . . each 24.00
- Eureka & Palisade . . . 16.00
- Feather River Canyon E9s. . . . 16.00
- Great American Train Rides V1,2,3,or4 . . . each 12.00
- Horseshoe Curve . . . 32.00
- Into the Allegheny Range V1 or V3 . each 32.00
- Into the Allegheny Range V2. . . . 16.00
- Joint Line. . . . 24.00
- Operation Fast Freight - N&W. . . . 16.00
- Santa Fe's Pasadena Subdivision . . . 32.00
- SP's Central California Mainline . . . 24.00
- SP's Geeps & Cadillacs. . . . 24.00
- Today's Steam Across America (4 Hours) 16.00

Second Ave. EL in Manhattan . . . 27.00
Santa Fe Refrigerator Cars . . . 36.00
Santa Fe Steam - Last Decade (Stagner) . . 17.00
Southern Pacific Coast Line (Signor) . . . 58.50
Southern Pacific's 4300 4-8-2's (Church) .49.50
Southern Railway Depots Vol. 1 or 2 each 18.00
Southern Ry Color Guide to Frt. & Pass. Cars . . 40.00
St. Louis Union Station. . . . 16.25
Story of Stewartstown Railroad . . . 18.00
Third Ave. Railway System in Manhattan . . . 25.25
Those Pullman Blues - Oral History . . . 26.00
Through the Heart of the South-Seaboard .31.50
U-Boat (McDonnell) . . . 45.00
Uintah Railway . . . 36.00
UP Steam Big Boy Portraits H/C 35.00 .S/C 26.00
Union Pacific Salt Lake Route . . . 54.00
Union Pacific Type V1 (Kratville) . . . 63.00
Union Pacific Type V2 (Kratville) T B A
Union Pacific Freight Cars 1995-1996 . . . . 36.00
Union Pacific Cheyenne West Part 1 . . . 34.00
Western Maryland Guide to Frt & Pass Cars .40.00
Western Maryland in Color . . . 40.00
Wisconsin Rails Vol 1 S/C . . . 27.00
Wisconsin Rails Vol 2 S/C 27.00 . . . . H/C 40.50

RON'S COLLECTOR'S CORNER

- Articulated Locomotives (Weiner) . . . 45.00
- Amtrak Trains & Travel (Dorin) . . . 45.00
- Back Woods Railroads of the West . . . 40.00
- Berkshire Era ..No D/J 125.00 with D/J 150.00
- C&O Power (Stauffer) . . . 50.00
- Chicago Illinois & Midland (Wallin) . . . 75.00
- Civil War Railroads & Models (Alexander) . 60.00
- Climax Locomotive . . . 395.00
- Corn Belt Route (Grant) . . . 45.00
- Colorado's Mountain RRs 5 Vols (LeMassena) 90.00
- Crystal River Pictorial (Collman) . . . 45.00
- Denver South Park & Pacific Memorial Ed.. . 125.00
- Denver South Park & Pacific Pict Suplment. 375.00
- Electrification by GE (CERA 116) . . . 50.00
- George L. Beam 2 Vols (Signed & #ed) 100.00
- Goin' Railroading (Speas) . . . 50.00
- Shay Locomotive Titan of the Timber . 395.00
- Steam & Thunder in the Timber . . . 175.00
- Kinsey Locomotive Portraits S/C . . . 40.00
- Last of the Three Foot Loggers (Krieg) . 45.00
- Logging Railroads of the West (Adams) 50.00
- Memories of NYC Steam (Haas) . . . 85.00
- New England Country Depots S/C (Lewis) 175.00
- NYC Gone but not Forgotten (Cavenaugh) . 85.00
- Pacific Coast Shay (Ranger) . . . 60.00
- Rail City: Chicago, U.S.A. . . . 60.00
- Redwood Railways (Kneiss) . . . 25.00
- Redwoods, Iron Horses & Pacific (Crump) 40.00
- Richmond Washington Line (Prince) . . 145.00
- Nashville, Chattanooga & St Louis (Prince) . 325.00
- Seaboard Airline Railway (Prince) . . . 325.00
- Ride the Sandy River (Ferrell) . . . 95.00
- Silver San Juan. . . . 100.00
- Three Barrels of Steam . . . 135.00
- Santa Fe Motive Power (Mc Millan) . . . 60.00
- Santa Fe Diesels & Cars (Wayner) . . . 50.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

Pennsylvania Railroad 147-5

Howard Fogg's Trains 100-9

American Streetcars 052-5

Colorado Narrow Gauge 075-4

Steinheimer's Magnificent Trains (B&W photos) 178-5

Red Cars/Yellow Cars 162-9

Trains 'round the World 188-2

Southern Pacific 173-4

Those Magnificent Planes 184-X

Workin' on the Railroad: Paintings by Ted Rose 206-4

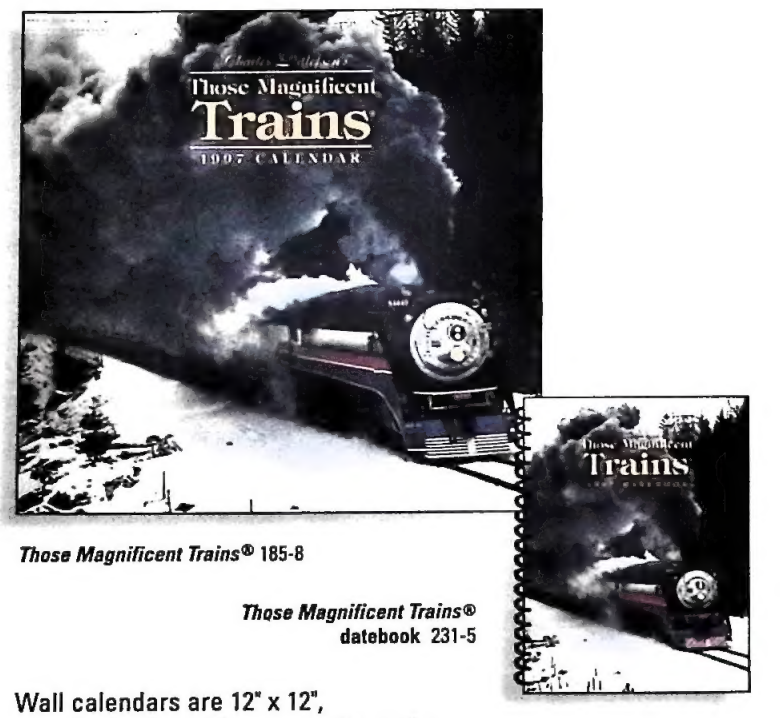
Fifties Classic Cars 093-2

The Lakers 127-0

Charles Ditlefsen presents

Cedco's® 1997 Calendar Collection

Calendars to keep you on track all year long . . .



Those Magnificent Trains® 185-8

Those Magnificent Trains® datebook 231-5

Wall calendars are 12" x 12", opening to 12" x 24" and contain twelve full color images (except Steinheimer). The datebook is 5" x 7", wire-o bound and features 36 full color images.

Prices: 1 item $12 2 items $20 3 or more items $9 each

Get one FREE! Order five calendars/datebooks and receive a sixth one free.

Shipping and handling: Add $3 for the first item and $1 for each additional item ($10 maximum). Additional fee of $10 per shipment for international shipments, Canada excepted. U.S. funds only. For California deliveries, please include 7.25% sales tax. No CODs.

Visa and Mastercard welcomed.

Our order line is now open 24 hours, toll free 1-800 233-2624

Fax 24 hours: 1-415-721-0221

Or order by mail by sending check or money order to:

Cedco Publishing Company
2955 Kerner Blvd, Dept. 500
San Rafael, CA 94901

Visit our web-site to find over 175 other exciting titles:
http://www.cedco.com E-mail: Sales@Cedco.com